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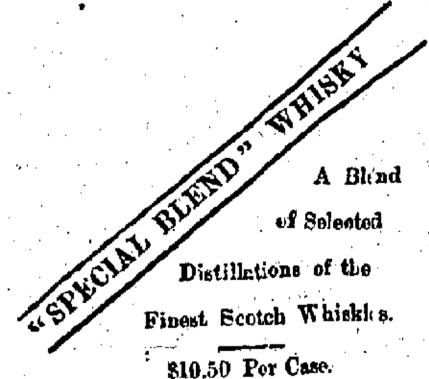
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already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESE should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Phuss. Codes: A.B.C. 5th Ed. Lieber's

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HONGRONG, SEPTEMBER 20TH 1905.

CHINA, like MARK Twain's glacier, is indeed moving, although without any very apparent stir. The Imperial Decree summarily abolishing the ancient fashion of competitive literary examinations will perhaps in days to come be recognised as an important landmark in the history of the neighbouring vast empire. It was one of the proposed reforms that got the Emperor Kwane Hsu into trouble with his ultraconservative aunt; and there is some temptation to speculate as to the Dowager-Empress's present feelings with regard to the Ministers whose joint recommendations are responsible for it. These are mentioned as YUAN SHIH-KAI, CHAO ERH-SEN, CHANG CHIH-TUNG, CHOU FU, TSEN CH'UN-HSUEN (the new acting Viceroy of the two Kwang) and Tuan Fanc (dovernor of Hunan). Not one of these names is unknown to the foreign reader of Chinese news; and in combination, they appear to have over-awed the cantankerous old: lady at Peking, whom we shall never suspect of any weakening in her attitude towards changes of any kind. This particular departure from the traditional practice must have appeared very obnoxious, indeed, in her eyes, for it has been the glory of the nationthat in these examinations any diligent scholar, of whatever social class, might find the open sesame to rank and wealth and power. It is suspected, notwithstanding the elaborate precautions, that the best students did not always win; and that not all the winners received the rewards they were led to expect. It is a question

only partially reformatory. As breaking the crust of hereditary prejudice, it is something to be thankful for; but we do not think the decree is what young Kwane Hau would have passed while under the advice of KANG YU-WEI. His idea, it will be remembered, 'was not to abolish the examinations but to remodel them; and the intended objects. modifications are sufficiently indicated by his allusion to "empty and useless knowledge, which has no practical value in the crisis we are passing through." The uninformed reader can fairly estimate the quality of the qualifying love thus stigmatised by picturing to himself a British parliament, Standard Seven yo ithis who had memorised the maximum number of the adages at the head of the old-fashioned copy-books, the whole of Proverbs, and as many of the more hackneyed quotations from Shakespeake as was possible. The Chinese official of yesterday, whatever the nature of his office, had to be a sort of numated "Confucian Birthday Book," with a suitable quotation for every day, or better still; for every incident of every day. This was always BASS' ALE, GUINNESS' STOUT, amusing to write and read about; but it was painful politically, for those who hoped to see China taking her place among Prince and Princess of Wales, Mr. Sassoon J. the living. England herself, from her men of affairs, long ago insisted upon; something more than tags from Honace or -Vineria, The elemental for similar is estille felt; but our orators new make their own or use popular ones in the vernacular. "Fire is a good servant but a bad master." is better than " Nee servum meliorem ullum. nee deteriorem dominum fuisse; " it is sooner said; conveys exactly the same point; and frees the speaker (or writer) from any suspicion of pedantry. The old Chinese system was to rear a tribe of pedants, who, like all pedants, were astonishingly ignorant 12 ., splits \$28 ., splits \$2.40 of practical modern affairs. The decree, which contains an allusion almost identical with the stock argument of the pedagogues who still favour classicism in England, has been

STATE OF THE STATE

"B-fore the era of what is termed the Three Dynasties, men for office were selected from the schools, and it must be confessed that the plan produced many talented men. It was, indeed, a most successful plan for the creation of a nursory for the disciplining of talents and the moulding of character for our empire of China. Indeed the examples before us of the wealth and power of Japan and the countries of the West have their foundation in no other than their own schools. Just now we are passing through a crises fraught withed theulties and the country is most urgently in want of wien of talents and abilities (of the modern sort). Owing to the fact that, of late, modern methods of education have been daily on the increase amongst us, we repeatedly issued our commands to all our Viceroys and Governors of provinces to lose no time in establishing modern schools of learning in such number that every member of this Empire may have the means at these to study and learn something substantial in order to prepare himself to be of use to his country. have, indeed, thought deeply on this subject.

translated in part as follows: -

Hence if we desire to see the spread of modern education by the establishment of a number of schools, we must first abolish the old style of studying for the examinations. . . . We, therefore, hereby command that, beginning from the Ping-wu Cycle (1906), all competitive examinations for the literary degrees of Chujen and Chinshill (Muster of Arts and Dector) after the old style shal be henceforth abolished, while the annual competitions in the cities of the various provinces for the Hsints'ai (Bachelor of Arts) or licentiate degree are also to be abolished at once, The e possessors of literary grades of the old style Chüjen and Hsiuts'ai who obtained their degrees prior to the issuance of this decree shall be given opportunities to take up official rank according to their respective grades and

Much as we admire the philosophy of Confucius, we have to admit, with Dr. LEGGE, that he "makes no provision for the intercoarse of his country with other and independent nations." The literati are no doubt bright ornaments of their own circles; but in her Foreign Office and elsewhere, China has need of men such as Japan has in Baron KOMURA and Baron Sone. To get such, her educational system must be reformed in some such way as Japan's was. We hope this historical decree may prove to be a step that word.

One dog-shooter in Penang is said to have accounted for "an average of four Chinamen to every dog.".

The rate of interest on advances in Osaka (at the beginning of this month) had risen to nearly ten per cent per annum.

The charitable public will recognise ar annual opportunity of doing good, in announcement (appearing elsewhere in this paper) of a sale of work at the Italian Convent. The Emperor and Empress of Germany, at Stattin, named a now liner which is to be added to the fleet of the Hamburg-Amerika Linie. This company intends to open a new passenger

service to the Fur East.

Mr. L. E. Davis, manager for Messrs. Arthur & Bond at Kobe, whom we reported to be charged with embazzlement, has been sentenced to a month's imprisonment, but the execution of the sentence is deferred for two years. This is the Japanese way of getting rid of an unpleasant responsibility; the accused has ample opportunity to settle his affairs and leave the now whether the change is wholly or country.

The following has been given as a translation TELEGRAMS. of a curious remark by the officially inspired Kokumin :-- We refrain for the present from declaring whether the peace was concluded on humanitarian dictates only or whether there was may other necessity - to couse the war. Suffice it for the present to say that we stopped the war because we had accomplished its main

Referring to our recent comments on the appreciated value of properly belonging to public companies in Hongkoug, the Japan shipment for Siberia. Chronicle says: -- Our contemporary might have also adduced the case of the Hongkong and Shanghai Bank, which for years has pursued the policy of writing down its property account. While this is in one way a laudable policy, yet and all the Government offices, filled by lit certainly has the defect of concealing rather than disclosing the actual position of a jublic

> The attention of lady readers is advised in the case of the Rev. F. T. John on's advertisement appearing in another column. There are to be two courses of lectures, one on First Aid to the Injuridathe other on Home Naming, in connection with the St. John's Ambulance Arsociation. Those who have already earned certificates will not require persuation to try for megallions; and the usefulness of the Association's work is now admitted by all who know anything about its results.

In connection with the visit of T.R H. th David, senior partner of the firm of S. J. David & Co., Hongkong, Sheriff of Bombay, has given Rs. 15,000 to the funds for the Museum scheme and Rs. 5,000 for festivities during the Royal visit to the City. Mr. Currimbhoy Ebrahim. who has already given three lakhs to the Museum Fund, has contributed a further Rs. 5,000 for the celebration festivities. - Times of India.

It has become proverbial in the colony that when a Chinese constable is dismissed the reason he advances for his disgrace is that he was asleep on duty. The complainant in a ease before Mr. Hazeland yesterday on being cross examined as to his connection with the police force tendered the same oxcuse and explained that he "sleepee walkee." This provoked the Court to smiles and an officer in rominiscent mood was heard to relite that some years ago an Indian policeman went to sleep while patrolling his beat and walked into the harbour and was drowned

We are informed that the consecration of the Right, Rev. Monseigneur Domenico Pozzoni will také place on Sunday, the 1st praxime, by the Right, Roy. Bishop Menscatti, of House, assisted by two other Bishops. The ceremony will commence at Sam., followed by a Solomn Pontifical Mass. The church celebrates the feast of the Holy Rosary on this same day, so that in the evening a grand Procession of the Virgin of Rosary will take place in the compound of the Roman Catholic Cathedral. We also understand that addresses to the new Bishop will be presented by the different congregations and Catholic Institutions after the High Mass.

An interesting study in the psychology of crime is provided in a case reported from Naples. The prisoner was accused of having robbed his employers, during a number of years, of amounts totalling more than £20,000. As appeared in the evidence, he had expended the whole sam in the formation of an art-gallery which, at the time of his arrest, contained such items as paintings of the Neapolitan Selection to others by well-known modern painters; faionce, chiefly of the eighteenth century-statuary, and so forth. Meanwhile, he had been stinting himself of every luxury, providing himself with only the barest necessities, spending his whole income, whether honostly or dishonestly come by, in the purchase of these works of art, with the intention of bequeathing them to the

What a lot of opinions, there are about the evils of tea-drinking. Many people believ milk spoils the toa and increases the harm the popular beverage is supposed to do. In this they are in opposition to the opinion of the Lancet. "The use of pleuty of milk with tea," says the Lancet, "is a precuation and must be regarded as a sound physiological proceeding, since the protoids of milk destroy astringency and probably prevent the otherwise injurious action of tannin on the mucous membrane of the stomach. In the intestinal juice the proteids are separated and the tannin probably combines with the sodium salts. The immed erate drinking of teal is an unquestionable evil but, on the whole, we are inclined to think that the evils of tea-drinking have been exaggerated-The real difficulty is to convince people that a lightly drawn infusion gives them their money's

It will interest Hongkong swimmers to note that recently the English long-distance swimming championship was contested, the course being from Kew to Patuey, a distance of five miles. Among the competitors were-Jarvis (who has won the race seven years in succession). Billington, and the Australian, Kieran. More than ordinary interest was centred in the race, as Kieran was thought to be "at home" at this distance. From the start Billington (the English one-mile champion) took the lead, and although Kieran made several brilliant efforts, the leader always had his men well in hand, and eventually won a spleudid race by a few yards from Kieran. Jarvis (the holder) was third, about ten yards behind the winner. Billington thus won what is the hardest of all the championships, in the fast time of 1 hr. 8 min. 55 secs. It may be remarked that the winner uses an ordinary over-arm stroke and has a powerful leg-kick.

REUTER'S BERVICE.

THE RUSSIAN VOLUNTEER FLEET.

LONDON, 17th September. The Russian Volunteer fleet is resuming the East Asiatic service, leaving Odessa on l Wednesday for Nagasaki and Vladivostock. An enormous quantity of goods is awaiting

LONDON, 17th September. M. Komura's illness has taken a favour

M. ROMURA.

NORWAY AND SWEDEN.

Loxbon, 17th September. It is understood that the delegates Norway and Sweden have arrived at a compromise, to the great satisfaction and relief of both capitals.

THE NAPHTHA INDUSTRY.

LONDON, 17th September. The Tsar has ordered the assemblage of a representative conference, presided over

by the Ministers of Finance, to consider measures to revive the naphtha trade, and also for the concentration of a sufficient number of troops to guarantee order at the

THE "TAENSHING" IN COLLISION

News has been received in Shanghai from the north of a collision which occurred in the between the L.-C. S. Lieushing and the Chinese steamer Teho No. 2, the property of Mossre. Ching Kee and Co. The Teho, a small steamer of 350 tons, and about thirty years old, was bound for Tientsin and Newchwang, foreign affairs he fills several other onerou It appears that on the evening of the 7th instant the Licenshing was crossing Taku Bar on her voyage from Tientsin to thefoo, and at the same time the Chinese str. Teho. No 2 was entering the river on a voyage from Chefoo to Tientsin. The Teho was proceeding at a high speed, and as the vessels approached each other it soon became evident that a collision would be inevitable. - In order to ease the collision as much as possible. Capt. Wright of the Lieushing altered his course and run his ship ashore, but it was too late, and the Teho struck the Lienshing on the starboard side close to the bow, starting and buckling a number of the latter vessel's plates and beading her stem badly. A few minutes after the impact, it was seen that the Teho was in a sinking condition and settling down quickly. The Lienshing immediately lowered boats, and a tow-boat also rendered assistance, with result that all the passengers and crow of the Teho were rescued, not a single life being lost, A few minutes later the Tcho sank. Early next morning the Lienshing was refloated and after a few temporary repairs left for Chefoo and Weihaiwei. She left Weihaiwei on the 10th instant and arrived here early, yesterday morning. After discharging cargo at the Hungkow Wharf, she went into the Old Dock for

KWANG ROBBERS.

An important telegram has been received from Ping-Ngok Fu, Kwangsi, to the effect that a large gang of bad characters has made a sudden appearance in Ho-Hsien, of Ping-Ngok Fu. pillaging the surrounding villages and inviting the people to join them by force or by threat. The well-to-do citizens are also compelled to bribe them by providing provisions, otherwise they would be robbed and murdered. The mob is threatening the city of He Hsim and the Prefect of Ping Ngok Fu has sent, in reply to the request of the magistrate of the former, the garrison of the latter to the scone. The Canton authorities are asked to send reinforcements thither at once. The report that the banditti seized the city of Shek-Shing-Heien, in the province of Kiangsi, north of Kwangtung, is somewhat exaggerated: The Paotai of Cheung-Nam reports that a Shau Tsoi (i.e. B.A. degree) surnamed Man was arrested sometime ago and sentenced to two years' imprisonment charged with making squeezes and bullying other people. The clausmen of the prisoner, numbering several hundred, climbed over the wall of Shek-Shing-Hsien and broke into the prison one night They succeeded in releasing the prisoner, after shooting one of the guards. Two other important prisoners also took the opportunity to make good their escape, hence the rumour that the city fell into the hands of the rebels.-Chang Ngoi San Po.

AN ADMIRABLE CHINESE "OLLENDORF."

"No have received (says at C. Daily News) a little pumphlet of ningicen pages, Part III. of a series arranged account to the Gouin system, by Roy Scott Anderson, of Scochow University. Mr. Anderson is not only an educationist but a humorist as well, and some of his lessons are amusing. The following for instance sets out the story of "a young man who wants to be an official :-His father is very rich.

He is proud of his son. · He goes to Peking. He buys the rank of a District Magistrate. The boy is proud of his rank. He must leave his native province. He goes to Hunan. He waits for years. There is no vacancy. Soon his father dies. The son receives the whole estate. He mourns for his father three years. He sends \$30,000.00 up to the throne. They immediately make a vacancy.

He is then given the position of Shanghai He acts as Taotai three years. He has added \$600,000, to his estate. Then he retires on account of bad health. CONVERSATION.

He gives the throne another \$100,000.00.

He becomes an active official.

A. Do you know Chang? .B. Yes, I have known him a long time. A. Ho is now Shonghai Taotai. B. That man is always having good luck. A. I am sure he'll get as much out of it as

possible. B. Yes they say he made \$50,000.00 during the first three months.

CANTON.

(FROM OUR CORRESPONDENT.)

Carton, 18th September. BOYCOTT.

On the 15th instant the boycott committee here announced that they received a cable remittance of three thousand dollars through the Russo-Chinese Bank from their countrymen in San Francisco. It is said that since the commencement of the hoycott in Canton U Cantonese people in America have remitted over thirty thousand dollars.

COUNTERFEIT COINS AND MACHINERY. Recently the authorities of the Fa Yuen dis trict received information that a certain main the Shek We village of that district had extent of several hundred dollars every day. The Fa Yven Magistrato deputed an officer with twenty braves to visit the house, where they seized eight pieces of machinery for stamping coins and a considerable quantity of counterfeit money. They also arrested saveral men, one of whom, named Tong Sik Tong, was supposed to be the owner of the house. The prisoners were all brought to Canton yesterday and will shortly be tried by the Poon Yii Magistrate.

A GRATIFYING HONGKONG PRODUCT.

The recent severe illness of the Vicerov has been the occasion among the beople of calling to mind the work he has accomplished since he succeeded the weak-kneed Tak Sau, but from the foreigners' point of view Viceroy Shum has cartainly owed his reputation to the ability with which he has been assisted by his chief interpreter and foreign deputy. Tao tai Wen. Tsung Yao. Although not educated abroad Mr. Wen has displayed a thorough knowledge of foreign affairs and is an honour to the Queen's College of Hougkong, where Petho river, above Tangku on September 7th | he acquired his education. His post, which brings him into close and constant touch with the head of the Two Kwang, is far from being a sincoure, as besides his duties as a lviser for positions, such as Director of the Cantou-Hankow Railway, Director of the Imperial Chinese Telegraphs, Director of the Telephone, Inspector General of Schools and Colleges, and Acting President of the Cheong Pin Hak Tong (military college for the training of officers). And in all his duties he has proved himself an official of uncommon and varied ability. Mr. Wen is a proof that where there is the material and genius the Government College of Hongkong can give a man a training fit for the highest spheres of life. Much of his work is little known, as for instance the settlement of the serious Amoy railway trouble between the Chinese and the Japanese, which was a cause of much anxiety in high official circles owing to the murder of several Japanese subjects connected with the building of the line; and the more recent arrangement with the Canton Electric Light Company in which he proved he was as thoroughly at home in figures as in diplomatic affairs. With his long list of cumulative appointments, one would scarcely believe that. Taotai Wen has barely turned thirty. He is equally popular amongst the Chinese and foreigners, is a hard worker as may be expected, and is especially noted for his modest character. Foreigners have pleasure in dealing with an official of such progressive mind, and if China possessed many men of this type she would rapidly loss her reputation of a backward, ignorant and arrogant nation.

ROYAL HONGKONG GOLF CLUB.

The Competition for the Ross Farewell Cup was held on the 16th to the 18th September when the following returns were made.

ROSS FAREWELL CEP. Mr. C. M. G. Burbie ... 78 + 1 == 79 ... 89 -- 10 -- 79 Mr. E. D. V. Parr Mr. C. E. H. Beavis ... 82 - 2 = 80 Mr. W. D. Kraft 92 -- 8 == 84 Captain J. Douglas : ... 92 - 8 = 84 82 + 4 == 86Mr. T. S. Forrest ... 95 — 9 == 86 Mr. T. C. Gray · 100 --- 10 --- 90 Mr. C. Forsyth Mr. T. S. Porrest won the Pool with the fine score of 74 + 4 = 78.

GERMANY CLINGS TO COVETED CONCESSION.

A Peking telegram to the N.-C. Daily News states:-The German Minister has notified the Waiwupu that his Government is not prepared to surrender the concession for the Tientsin-Chinking railway, and thus the efforts of the Shantung gentry to have the railway built under Chinese control have been fruitless.

JAPANESE COMMERCIAL MEN AND THE PEACE.

VIEWS OF MR. KONDO.

Some of the prominent commercial men in Japan do not regard the future of the country as seriously affected by reason of the absence of any indomnity. We have already given the views of the President of the Tokyo Chamber of Commerce, who welcomes the peace, and tho Japanese papers now publish the opinions of the President of the Nippon Yusen Kaisha, Mr. Kondo, who, while deploring the loss of any compensation from Russia, looks to the rich territory in which Japan is now dominant to reward the Japanese for their sacrifices during the war. Japan may find it difficult to meether liabilities for some years to come, but by steady application to the work of commercial development these difficulties will gradually grow less.

- In the autumn of 1903 Mr. Kondo visited Manchuria, Korea, and Vladivostok, and having Drum. studied the cituation saw that Japan's future in Korea and Manchuria would be seriously menneed with Russia occupying the dominant position she then did. The war, he says, has altered everything-Kerea is now under the protection of Japan, the Linotung peninsula has been recovered, the Chinese Eastern Railway is in the possession of Japan, and all obstacles to Japan's progress in Korea are now removed. With the prospects viewed in such a light the outlook cannot be regarded as dark. -Japan Chronicle.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 19th September at the Board Room. Hon. Dr. F. Clark (President) presided, and there were also present : Major Josling, Dr. W. W. Pearse, M.O.H., Mr. E. Irving, Mr. H. E. Pollock, K.C., and Mr. A. Rumjahn. KOWLOON ODOURS.

The Government's reply to the Board's recom-

mendations with regard to this question was as follows :- With reference to the recommendations of the Sanitary Board relating to the mitigation of certain nuisances in Kowloon, and submitted by the President in a minute dated the 6th insmnt, the reclamation of part of Hunghom Bay is under the leonsideration of been manufacturing counterfeit coins to the the Government, and in the meantime the extension of the sower out-falls will be put in band as soon as funds can be made available. The reconstruction of the street gullies in Kowloon will be undertaken as soon as those in Victoria have been replaced by gullies of the new type. With regard to the report of insufficient latrine and urinal accommodation near Tsimchatsoi Point, a urinal is in course of coastruction there; and the Board is asked to suggest a site for a latring which would be convenient and at the same time not likely to cause offence, and so result in a petition for its removal as soon as it commences to be used. The Board should communicate with the Hongkong and Kowloon Wharf and Godown Company, who employ a very large proportion of the coolies working at Tsimehatsoi Point, with regard to the provision of ample urinal and latring accommodation for these coolies within their premises, and as far as possible from the public thoroughfares. His Excellency has noted the first resolution passed by the Board at their meeting held on the 22nd August re manuring of gardens near public highways, and will be glad to receive a report at the end of the year as to how far the instructions issued to the Board's officers have proved effectual in mitigating the offensive. odours arising from these gardens.

The President-The Governmentasks that the Board should recommend a site for a latrine at Tsimehatsoi Point. I move that the matter be referred to the M.O.H. to report on, and recommend a site.

Mr. Pollock seconded the motion, to which the members present agreed.

KOWLOON CONSERVANCY CONTRACT.

The seavenging and conservancy contract for Kowloon for 1966-1907 was considered in committee, when several amendments were made On the Board resuming, the PRESIDENT moved that the conditions of the contract as amended in committee be adopted and forwarded to the Governor for his approval.

Mr. Pollock seconded and the motion was

WATER ANALYSIS.

Mr. Frank Brown, Government analyst, reported that the result of his analysis provedthat the water was of excellent quality. MORTALITY STATISTICS.

The percentage of deaths for the week ending 26th August, death rate per 1,000 per annum. was 225 as against 17.6 for the corresponding week of last your. This percentage was of the British, foreign and Chinese community. excluding the navy and army. LIMEWASHING.

For the fortnight ending 12th Santamber 1.412 houses were limewashed in the eastern and 3,534 in the central district.

RAT RETURN. For the week ending 9th September 516 rates were caught, of which 26 were found to the infected. 22 out of the 584 rats caught for the week ending 16th instant were infected.

THE APPROACHING TYPHOON.

General Bragg, the American Consul here. is informed by the Manila Observatory people that a cyclonic centre crossed Luzon about the 18th meridian. It was travelling almost exactly westward. The warning was dated at four p.m. on Monday.

CORRESPONDENCE.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

TO THE EDITOR OF THE "DAILY PRESS." DEAR SIR,-In this morning's issue of your paper it is stated that the meeting of members of

the Y.M.C.A. on Monday evening unanimously recommended the committee of management to admit to membership men of both the Navay and Military service. As there we a wide divergence of opinion in regard to the resolution I wish to deny this.

ONE PRESENT.

September 19th, 1905. * We are sorry to hear we were misinformed as to the unanimity. It ought to have been unanimous, ought it not? What are the real objects of the Y.M.C.A.? Is it not desirable..... that our soldiers and sailors should be associated with Christian young men? Or has the association degenerated into an exclusive social club? We ask with a sincere desire for more light.—Ed.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 19th at 7.25 a.m. Orders issued to hoist the Black Cone point downwards and

At 11.45 a.m. The barometer is fulling slowly along the S. coast of China, and rising in Luzon. The typhoon appears to be situated about 250 mil s to the S.E. of Hongkong and apparently moving slowly N.W. It. however. is still showing a tendency to recurve to the N.E. Bad weather is still indicated in the Formosa Channel and the N.E. part of the China Sea.

Forecast :- Strong N. winds; squally. Owing to the cable bein; interrupted the important observations from Gap Rock are not

lo walked away.

[CONTRIBUTED.] Last evening a very fine concert was given in the above named Institute. Miss A. Guy and friends, assisted by the Kowloon Dock Orchestra, rendered a very good programme. The people of Kowleon and Hongkong must have expected something good, for the hall was i packed, people even taking up standing room on the kindings and versudah. The concertopened with a rendering of "Fairy's Wedding" by the Orchestra; this was well executed, the andience applieding loudly. Next, a song " Pansy Faces" by J. Witchell, which was well received. This was followed by a banjo solo "To The Front" by R. Lapsley; this piece was well executed in spite of the fact that the performer had to stop to tune up owing to the keys of the banjo slipping. Then there was a song, "The Skipper," by Mr. J. Gow. This gentleman has a very line bass voice and rendered his song in line style, the audience being very appreciative. The next item was a 'pianoforte duet by the Misses Stewart and Parker, and considering the fact that the piano was not all that could be desired, these young ladies acquitted themselves admirably. Followed now the song your Mother in, Mollie Malone?" by Mr. L. J. Sibbitt. Mr. Sibbitt is a well-known figure at concerts; he sung his song splendidly, and the audience applauded loudly. Next item was a flute solo by Mr. C. D. Sifas. This gentleman's playing is so well known to the residents of Hongkong that it would be superfluous to comment upon it. It was followed by the song "Coo" (from the Country Girl) by Miss Q. Lambert; the audience were very partial to this song and demanded an oncore. Although it was recognised that there were to be no encores, owing to the length of the programme, this young lady again sang "Under the Deodar" and was again well rewarded by the appreciation of the audience. A pianeforte selection by Miss A. Graham showed that this talented young lady is quite an acquisition to the Colony. Next was a song, "There ain't another Daddy in the World like Mine," by Mr. Crawford, the audience joining in the chorus heartily. Following this came a song "Eoch Lomond" by Miss A. Guy. This little lady has a remarkably sweet voice and rendered her song beautifully, in fact it was considered the chef d'œuvre of the evening. After a piccole solo by Mr. C. D. Silas, which was very well executed, came the song "Queen of the Earth"

element of the audience. The singing of "God Save The King" brought a very enjoyable evening to a close.

by Mr. Ramsay. Some little amusement was

caused by the singer losing his place on the

music sheet and not being able to find it for

some moments. The next item was a song "I

can't fell why I love you, but I do" by Mr.

R. Witchell, who was assisted admirably by the

audience. This was fellowed by the song "Nancy

Lee" by Mr. J. Gow, sung in his usual fine

style. The chorus was lastily sung by the sailor

The Dock Orchestra was composed as follows: -Piano, Miss M. Stewart: Violin (I) Mr. J. J. Sibbit, Violin (2) Mr. Brooks and Mr. Stewart Celle, Mr. Taylor; Flutes, Mr. Duncan and Mr. Silas; Piccolo, Mr. Lapsley; Accompanists. Misses Graham, Stewart and Guy.

A PORTUGUESE WRECK ON NAN-TCHEOU.

From a private source we have been able to glean a few belated details concerning the stranding of the steamer Hoi Ching, a small steamer running between Hongkong, Macso and Kwanchauwau, during the typhoon of the 30th ann 31st ultime. The Hoi Ching flew the Portuguese flag and was under the command of Captain Chagas, late of the Harbour Office of this Colony. When the accident happened she was near the Island of Nan Tcheou, and was caught by the full force of the typhoon which broke her shaft. This accident rendered the steamer helpless and she was tossed about by the heavy waves and would have foundered with all hands had she not been navigated in a seamanlike manner. Capain Chagas, with a good deal of judgment, inanuged in good time to beach her on one of the shores of the Island. immensely, and some of the crow and passengers | brellas, and thinking it strange that one man Hoi Ching is still ashore in the same place and hours' stocks was passed. Captain Chagas is also there, as he is unable to leave his vessel, suffering privations through want of proper food. He is subsisting on black rice, treacle and sweet potatoes.

We understand that part of the crew including the engineer have arrived here to obtain assistance for refloating and repairing the vessel.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. Roon left Kobe via Nagasaki and Shanghai on Sunday, the 17th inst., p.m., and may be expected here on Tuesday, the 26th

Wednesday at noon, arrived at Singapere on

Monday at 8 a.m. The Indo-China str. Kutsang left Calcut'a for this port via the Straits on the 17th inst. and may be expected here on the 2nd Oct. The H.A.L. str. Borusia, from Hamburg, left Singapore for this port on the 18th inst., p.m., and may be expected here on the 24th inst. at daylight.

SUPREME COURT.

Tuesday, 19th September.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

THE MAN LI WO KEE v. KUI WO. The plaintiffs claimed from the defendant the sum of \$205.47 balance due for work done.

pacticulars whereof had been supplied. Mr. Otto Keng Sing appeared for the

Interpreter informed his Lordship that he had Li Kwai, contrary to the law of China, was paid \$130 odd into court, the amount he resumed. admitted owing the plaintiffs.

His Lordship decided to go on with the case, which Wong Lui Kee was called to prove. Judgment was given for the plaintiffs with

THE WING CHETNO LITE, TANG KING TRUN AND ANOTHER.

This was a claim by the plaintiffs from the defendants, as partners in the Ching Wo Bakery, late of No. 5 Peel Street, for the sum of \$711.60, balance due by the said bakery to the plaintiffs on an account stated between them: in the alternative the plaintiffs claimed the like sum for the balance of the price of goeds bargained and sold by the plaintiffs to the said Ching Wo Bakery.

Mr. R. Harding (of Messrs. Ewens, Harston and Harding) appeared for the plaintiffs, and Mr. C. F. Dixon (of Mr. J. Hasting's office represented their defendants.

Mr. Dixon applied to his Lordship for a postponement of the trial. Fe had written to the plaintiffs' solicitor about a fortnight ago for particulars of the account as alleged on the statement of claim, and it was only last Friday | because of defendant, but he only remoustrated that the particulars had been supplied him-He had seen his clients, but they had not had an opportunity of going into the account, which was of a rather complicated nature. Until they had gone into it they were not in a and the Registrar said he would make inquiries. position to defend this action

His Lordship-May I look at the account? on Friday.

Mr. Dixon—The claim is for goods sold and sixteen years old when he married her. delivered. The account seems to be made up of a series of gambling speculations between the defendants and the plaintiffs.

Mr. Harding-My friend is wrong. The "Nautical Medley" by the Orchestra and after ita | claim is not for goods, sold and delivered, but for goods bargained and sold.

> His Lordship-Borgained and sold, I don't know what that means.

> Mr. Dixon-Will your Lordship grant my application!

His Lordship-Why? Mr. Dixon-Because particulars of the ac

count were not furnished until Friday. His Lordship-And this is Tuesday. Mr. Dixon-Yes. But Saturday afternoon

and Sunday were holidays. His Lordship-But you can work on Sundays. I work on Sunday, and on the last Sabbath read all my criminal sessions evidence. Mr. Dixon-I saw my friend yesterdey and

he declined to grant an adjournment. His Lordship-What is f your objection to going ou?

Mr. Dixon-My client has not yet had an opportunity of going into this account. He! does not even admit that he has paid the amount credited him.

His Lordship-The case must go on. The defendant has had heaps of time to see the account. Besides, it is getting very close to the vacation.

After hearing the evidence his Lordship gave judgment for the first defendant, who had retired from the partnership, with costs, and judgment against the second defendant with

POLICE COURT.

Tuesday, 19th September.

BEFORE MR. F. A.; HAZELAND (FIRST

POLICE MAGISTRATE):

OBSTRUCTING BANK WHARP. The masters of the steam launches Chuen Woo, Shim We, and Sea Serpent were summoned for obstructing the steps at Bank Wharf, being

a public landing place. They were each fined \$3. A STEAMER THEP. A coolie, with the record of previous convictions against him for previous thefts, was convicted of stealing two umbrel as from the s.s. Kong Chan. Defendant was seen by the The captain, his crew and passengers suffered | watchman leaving the steamer with two um-

cried like children with fear while the storm | should have two umbrelles, he had him arrested. was at its height. Two were drowned. The | Sentence of six weeks hard labour and six

respectively, two coolies were each sentenced to three weeks' hard labour and six hours' stocks. A DOUBLE CHARGE.

Two coolies were charged with removing . sand from Honghom Bay, but as they refused to give particulars and as the truck with which they removed the saud was also reported to have been stolen they were sent back to the Water Police Station in charge of Lance-Sergt. Wills in order that they might be charged City on August 30th. It was stated that with the second offence.

SEAMEN'S GRIEVANCES. Four seamen of the sailing ship Combernere The I.G.M. str. Freussen, which left here on | were summoned by the steward for assault on

Monday night. Complainant alleged that the men struck the steam launch Wai for depositing rubbish him because he did not give them sufficient food, and some of them jumped on his chest.

The third defendant asserted that the complainant rushed at him with a long knife but the second defendant interfered.

The second mate said he witnessed a struggle between the second defendant and complainant. Defendants said they did not get enough

His Worship advised them to see the Harbour

Witness added that he never heard of that complaint before yesterday morning. Defendants were each bound over in 8100 for six months.

A CHINESE MARRIAGE. The hearing of the charge preferred against Oldorico Antony Neeves. n Portuguese signalman employed on Green Isle, by Tsing Pong-The defendant did not appear, but the Court for harbouring a married woman, named Man

> Inspector Langley prosecuted and Mr. P. W Goldring appeared for the defendant. Discussion took place at the outset as to the

meaning of "marriage in China," which his Lordship held to include Hongkong. Complainant, recalled, gave evidence of his

marriage with the woman in question and deposed to receiving bridal presents. Defendant frequently went to his (witness') mother-inlaw's house, where he saw his wife.

Mr. Goldring said it was not disputed that defendant and the woman were living together

Complainant, under cross examination, said the woman's mother and his mother lived opposite. During the time the woman lived with him she co-habited with defendant. She admitted so herself. He denied sending her out to earn money for him or tieing her up and beating her. His wife left him on March 4th without any warning but he did not know where she went. He did not know why she ran away. He had friction with her with her in a friendly manner. took steps to find his wife but could not find her. He reported to the Registrar in February | that defendant and his wife had been intimate A week later he went with the woman to se, Mr. Brewin. At first she denied misconduct. Mr. Harding-Yes, my Lord. It is a very | She ran away on March 4th. Complainant simple account, and particulars were furnished | denied that there was another woman living in the house with him at that time. His wife was

> Mr. Goldring said his line of defence was that there was another woman in the house to whom complainant was married, and that in these circumstances the woman in question could not be his wife.

Complainant denied that this other woman's relatives quarrelled with Man Li Kwai and that that was the cause of the trouble. He reported to the Registrar General that she was in a convent but though he knew the convent was paying for her keep he did not know where she was from 13th May to 1st September. He dared not go to the convent to inquire, but h, suspected defendant was paying for her. At the time his wife left him defendant was employed by the Sanitary Board and he informed the head officer of defendant's relations with his wife. Complainant left the police force at the time of his marriage in 1898. was dismissed for sleeping when on duty.

An Fung Sun, a Chinese clerk in the Registrar's office, testified that the document produced was used in reference to Chinese marriages. The document in question was about ten years old.

Under cross-examination witness said that the document was similar to those exchanged among educated people at marriages in the country. Other documents were used but not of the same size. The document alluded to was such as a constable in Hongkong would use, that was provided he was getting a proper wife. If a wife found another married woman in her husband's

household she could throw up the contract. Mr. Goldring said he had a weird sort of document with all sorts of scribbling on This was the correspondence from the woman

The case was adjourned till to day.

BEFORE MR. G. N. ORME (SECOND POLI

MAGISTRATE).

DISOBEDENT CARIN BOY. Herman Bohrer, cabin boy on board the sailing ship Andromeda, who appeared with a discoloured eye, was charged with disobeying the lawful c mounds of the master of that vessel. That officer described as "one of those chaps who won the stopped him as he was going ... Defendant pleaded-thathe had been in hospital.

His Worship passed sentence of seven days: without hard labour on account of the condition

OBSTRUCTING THE MAIL.

Man Tsin, the muster of a ballast bout, was charged at the instance of Mr. Moore Mason. pilot, for obstructing the German mail steamer For stealing four homp Bags and two jackets | Willehol whilst mooring at Kowloon Godowns yesterday morning.

Defendant said he tried to clear away but the wind was against him. * Lance-Sargt. Wills said he had the tide in his

-A-fine-of-\$19-was-imposed.-----ILL-GOTTEN GAIN.

Yau Shek was charged with stealing \$12,284 and a pair of trousers from natives in Kowlcon defendant after stealing the money lost it in gambling on a launch. He was sentenced to six weeks' imprisonment and six hours' stocks.

THROWING ASHES IN THE HARBOUR. Lance-Sergt. Wills summoned the master of and ashes in the harbour.

The officer, in presenting the facts of the care. added that the practice was diminishing. ashes sunk but the dust remained on the water. His Worship fined defendant \$10.

SANITARY PROSECUTIONS. Inspector Coysh summoned thirty defendouts for failing to limewesh their premises in

accordance with the Ordinance, and orders were made in each case.

UNSUSTAINED CHARGES. An Indian constable was summoned by a ebair coolie for assault. Complainant said he was waiting for his master returning from Conton, near the wharf, when defendant asked him to move en and struck him with his fist as

Inspector Courley sa'd complainant was some. time in the station before he spoke of having been assnatted, and then he alleged it was an Indian watchmen who had struck him.

There was a cross-summons, the Indian watchmon charging the coolie with assault. His Worship dismissed both summouses.

BOXING ENTERTAINMENT IN HONGKONG.

The large gathering in the City Hall last night testified to the popular interest in the "manly art" and the kindred sport of wrestling. On the programme were set down three bexing contests and one wreatling contest, and as local exponents figured, in these the several events aroused no little enthusiasm.

The preliminary bout should have taken place between Maritt and Coyne for the best of eight rounds for a decision, but it was announced that owing to the absence of the former through indisposition Griffiths would face Coyne. rounds were fought. In the initial round the exchanges were fairly even, though the longer each of Guffiths cuabled him to get in some telling-blows. Next round Coyne opened briskly but the offensive was afterwards taken by his adversary who, however, was almost immediately knocked over by a swinging delivery. In the third round the men were more cautions, but Coyne was forced into a corner and punished somewhat severely. Some smart parrying was witnessed in the next round, Coyne finishing well. On resuming for the fifth time, each men took the attack in turn, and in the sixth round Coyne was sent reeling once, but quickly recovering made a good finish. At the close the judge said the points were caual and he declared a draw.

The wresting contest between J. Witchell, the local mateur sport, and J. Collins, of the Army Ordnance Corps, for a cup presented by Mr. S. Newman and Mr. Widdell proved very interesting as both men hold the Sandow medal. The style was catch as catch can. Witchell threw his man in about a minute but Collans offered a stout resistance on the floor. At last both his shoulders touched the ground and Witchell was awarded the fall which had been obtained in one and three quarter minutes. The next bout was even shorter. Witchell securing the fall in 10 seconds. His victory was londly applauded and he was handed the

The principal event of the evening was the meeting of Sam Newman of Hongkong and C. included the benting of Douglas of Vancouver. on an equal footing, in compliance with the right on his opponent's check, catching his face | the Franco-German war, when the Germans ngain on the return. Heavy exchanges followed, and Roberts had to suffer through getting borne in mind that it was extremely hazardous knocked into the corner. The fourth round for the Japanese to ignore the views of the saw the soldier getting inside Newman's guard, Powers in the matter. The bulk of the people. but the latter's recovery was quick and he got | perhaps, believed that Russia was reduced to such home with his left, afterwards knocking his a de perate plight that she had no alternative man rather severely when the latter came in | but to one for peace, after continuous defeat contact with the ropes. By this time there was | both on land and sea. But the views of the some demonstration of feeling on the part of | Powers were widely different, and they evidently the audience. Roberts opened round 4 with a did not think Russia was in such a critical stinger on his opponent's ear, and followed up position. The Powers had been eagerly hoping with some smart touches, but Newman, again | for peace, and the advice of President Roesevert becoming aggressive, finished up with a echoed the wishes of all other rulers. The idea telling blow lower down. Newman invariably so prevalent in Japan to annul the peace agreelost to time at breaking and hit out rather | ment and so disregard the wishes of the Powers effectively after those occasions. Next round | was a dangerous one, and careful consideration Roberts offered his face rather softly to his | should be given it before it was persevered r val's attentions, but in the sixth round there | with. Marquis Salonji continued to say that was a renewed victor on the part of both. the Tsar of Russia was all along absolutely though the soldier again suffered through his opposed to the payment of any indemnity, as slackness in putting up a guard after the break | was evident from his repeated proclamations, away. By the seventh round Newman was while his Government was unanimous in favour apparently in the better condition. Roberts of continuing the war. The Russians said made one or two rather wild blows and was they agreed to the negotiations on the advice again budly handled at the ropes, an experience | of President Roosevelt, who acted for the sake which befel him in the following round, though | of humanity at large, and this declaration could he retalisted by a clashing enslaught. The not be taken as mere pretence. The Japanese referee had now to interfere to comire four must not ignore the fact that Japan's parting. The ninth round was pretty equal, | concessions after her brilliant military successes but in the tenth Roberts received what looked | would make a most favourable impression to like the knock out blow. However he pluckily | the Powers, and if they now obstinately persisted resumed, and another even round followed. in continuing the war Japan would gain li the Newman's tachtics in the twelfth round prompted and would lose the good impression she has LOLLARD ... \$300 formerly Roberts to try the upper cut, but after some already made. Russia had been sufficiently BROADWOOD builting Newman sent his opponent to the chastised for her unprincipled designs, and it ground with a tenific blow. At the call of was high time that the Japanese laid down COLLARD (as New) "nine" the soldier was again on his feet. condition received the knock out blow.

Again he was floored, and rising in a dazed enterprises for the prosperity of the nation. Jack Weday, champion of Hawaiian Islands, and F. H. Greenhill, Royal Garrison Artillery, were the principals in thelast glove fight, which was ten rounds for a purse and the middle weight championship of China. By the fourth round Wodny had demonstrated his superiority. and desling a series of stinging blows on his opponents head, knocked him to the ground. On rising, Greenhill was unable to finish, and Wedey was declared the winner.

Mr. A. E. Purker acted as referee.

SOBER JAPANESE OPINIONS.

The Nichi Nichi publishes the following deliverance on the peace treaty by Baron

The manner in which the peace negotiations were carried out by the authorities is not absolutely free from condemnation. But it is to be hoped that those who attack the Government for its alleged blunder in connection with the negotiations will refrant from declaring that the pation has been atterly disgraced owing. to the prace, as such statement will only affect the dignity of the empire in the eyes of the

The objects for which we declared war against Russia were not to extend our territory or to acquire an indemnity. The real objects have now been attained. But we must a so consider that owing to the extraordinary successes of our arms on land as well as at sea, the expectation of our people has becom - greater than before the outbreak of hestilities, and it i now doubtful whether the nation should be satisfied with the reported terms of peace. The cession of only one half of Eaghelien is particularly regrettable. One the whole, though, the objects of the war have been attained, the diplomacy of the Government can hardly besaid

to be a success.

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> M. GAINS, MANAGERESS.

Hongkong, 11th September, 1905.

Under the present circumstances, however, the people must not be wholly pessimistic. Our The money market is in a satisfactory condition and there are signs of foreign capital flowing in. Many new enterprises must necessarily be undertaken. Though the purchasing power at home may decrease, yet orders from abroad for our goods are unmistakably increasing. Thus, if we strive to further cultivate our resources. the speedy redemption of the foreign debts and the further increase of the national wealth are not a difficult task. Corea and Manchuria aralso rich in their resources; the cultivation of which must necessarily be carried out by our countrymen. The only thing is that we must not repeat the error into which we fell in conducting the finances after the China war ten years ago, by unnecessarily extending the sphere of business enterprises.—Japon Times.

WHY JAPAN MADE PEACE.

Addressing the Committee of the Constitutional Association on September 2nd the Marquis Saionji, Leader of the Constitutional party, said that although no direct official announcement regarding the peace had been made, there could be no doubt an agreement had been arrived at. Continuing, the Marquis said he must first congratulate the country on the restoration of peace, in the interests of favourable opportunity of securing one of these Roberts of the Royal West Kents, who were to | civilisation and humanity. In discussing the | Great Bargains, box 15 rounds for a purse and the welter weight | peace terms it was necessary for them to keep championship of China. Roberts some time ago | in mind the special character of the negotiations. won a foul from Newman and his record | Both countries agreed to negotiate for peace At the cuset the men were rather wary, but advice of President Roosevelt, who saw the ge ting to business Newman planted a stinging in cessity of a terrible war being brought to an end. blow on his adversary's chin. In the second | It must be remembered that the negotiations were round Roberts claimed a foul, but this was | not those in which one party was vanquished disallowed. Newman got home well with his and compelled to sue for pence, as in the case of

were at the gates of Paris. It was also to be their arms and energetically turned to peaceful Further continuation of the war would involve the Empire in heavy expenditure and little gain. An examination of the peace terms showed that the Japanese had obtained the primary object of the war regarding Korea and Manchuria. It was to be regretted they had not obtained the whole of their demands with regard to the cession of territory and an

indemnity, and the public was perhaps justified in blaming the Government for its tailure in diplomacy, but the work was done and they must not cry over split milk. They must now look to their political development. They had an enormous amount of national work in store awaiting immediate attention. The position of the Empire was now as critical as it was before; the outbreak of the war; it was a most momentous time for the whole people, and

THE AMERICAN MURDER AT CANTON.

required calmness and courage to meet it.

This uppleasant affair-the nurder of compradore by some unknown American marine -18 not yet allowed to be forgotten. As reported some time ago in the Daily Press, the American Government offered \$1,50) (gold) compensation to the relatives of the victim. On their behalf, the Vicero; accepted the offer ; but requested the American Government not to abandon its efforts to discover the effender with a view to punishment.

The story is revived by a telegram from Peking, which, according to our vernacular organ, the Chung Agoi San Po, states that the American Government is still uninformed of the will ngness or otherwise of the relatives to accept the compensation offered. The enquiry came through the Chinese Minister at Washington. The Viceroy was under the General Post Office and loppesite to the side impression that the relatives had actually received the money; but is asking that magistrate to make enquiries.

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CHEONG LEE & CO.

Hongkong, 4th September, 1905.

FURNITURE DEALERS. TEMPORARY STORE: 26, CONNAUGHT ROAD (At back of Messrs, Douglas' Steamship Co.)

COLD STORAGE.

Hongkong, 14th September, 1905. [2121

WHE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at East Point. Stores will be Open at 10 A.m. and 4 P.M. daily, Sunday. excepted to receive and deliver parishable goods. WM. PARLANE, Manager, Hongkong, 18th November, 1901.

DENTIST.

Latest American Methods. Quasonable Feer. No charge for examination-. Office bours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the en trance to the Hongkong Hotel).

Hongkong, July 5th, 1905.

THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermonded.

Telegr pric Address : PRESS. Codes : A.B.C., 5th Ed P.O. Box, 33. Telephone No 13.

NEW ADVERTISEMENTS

WANTED A STENOGRAPHER.

WANTED from 1st November next a First-class STENOGRAPHER and TYPIST. Good Salary offered. Apply to P.O. Box No. 395.

Hongkong, 20th September, 1995. A SPECIAL SALE.

Children's Underclothing, Dresses and other | 26th instant at 5.30 P.M. Embroidered Articles.

The prices of every article are marked in plain figures. The Superior hopes to receive and merit a large share of the public patronage, as it has been by the past.

ITALIAN CONVENT. 23. Caine Road. Hongkong, 20th September, 1905. [2167

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH CO., LD.

DEFERRING to the notice of 21st June last, senders of telegrams are hereby advised that from the 1st October next, charges for telegrams will continue to be collected at the rate of FORTY-THREE CENTS to equal ONE FRANC, such rate being subject to revision after further three months. A. B. SKOTTOWE.

Superintendent: Hongkong, 20th September, 1505. [2168] THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

EFERRING to the Company's NOTICE of 21st June, according to which the rate of collection for [Telegram Charges was fixed at Dollars 0 43 equal to Frc. 1.00 for the quarter ending 30th Beptember, 1905, senders of telegrams are hereby advised that the said rate will remain unaltered subject to revision after three months dating from 1st Oct., 1905. OLAF NIELSEN.

Superintendent. Hongkong, 20th September, 1905. S.JOHN'S AMBULANCE ASSOCIATION.

TT is proposed shortly to hold two courses of LECTURES FOR LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. On passing the examination which will be held at the end of the first course, ladies who already hold the Association's First Aid and Nursing Certifi. cates will be entitled to a Medallion Ladies who wish to enter for these courses should send in their names to the Hon. SECRETARY (Rev. F. T. JOHNSON) at St. John's Cathedral, before September 28th.

Hongkong, 20th September, 1905. [2170 YACHTING SEASON JUST REGINNING.

N EXCELLENT OPPORTUNITY is here offered to secure a GOOD CRAFT CHEAP. The Marjorie, brought out in 1900 by Mr. A. DENNISON, and described in Mr. MAY'S REVOLVER & ARMS CO., LD. book (page 76) as "a small cruiser fast enough to race-sloop rigged and about the size of a two and a half rater," is for SALE, at the cheap price (all complete) of \$300. She has just been overhauled, scraped and painted; the sails are new; and trials prove her in fine trim. Pair oars, brass rowlocks, anchor, lantern, &c., included. She won a prize in 1902. Being sold for no fault; owner's reason will be satisfactory to bona-fide enquirer. Syndicate of three young men could do well with her. Open to inspection (and trial) at AH KING's. (Payment by instalments if desired.) Hongkoug, 20th September, 1905. [2171

TENDERS.

TIENDERS are invited for the supply to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for one year from 12th October, 1905, viz:-

Baulk, Thickstuff Scant-American Fir ling, Plank & Board. Camphor Wood Hardwoods OREGON SPARS

FORM OF TENDER, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of materials during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender but this will be returned on the acceptance or rejection of

the same. The Tenders which will be received till noon on 28th inst., should be sealed and addressed to the REAR ADMIRAL, H.M. Naval Yard. Hongkong, 20th September, 1905.

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. CHIHE Company's Steamship

"HAIMUN," Captain A. J. Robson, will be despatched for the above ports on FRIDAY, the 22nd inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 19th September, 1905.

IRECTORY AND CHRONICLE

FOR 1905

Complete Edition Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

CORPORATION.

THAVE THIS DAY Handed over Charge of this Branch to vr. H. PINCKNEY. CHARLES R. SCOTT. Hongkong, 18th September, 1905. [2154]

HONGKONG CLUB.

House, at 11 o'clock A.M. TO-MORROW Bearers of Debentures are invited to attend the Drawing.

Hongkong, 14th September, 1905. [2114

HONGKONG CRICKET CLUB. SPECIAL SALE will be held at the FIRE ANNUAL GENERAL MEETING A ITALIAN CONVENT on the 25th, I of the MEMBERS of the above Club 26th and 27th instant, at 2 p.m., of Ladies and will be held in the Pavilion on TUESDAY, the

> J. E. BINGHAM. Secretary & Treasurer.

Hongkong, 19th September, 1905. WANTED.

man, and General Office Man with several years experience in Conton and Hongkong. No objection to outport. Moderate salary. Apply to-

Care of " Daily Press " Office. Hoogkong, 18th September 1m 5

THALF-PLATE STAND CAMERA, for Kodak Eastman's preferred. Address- "CAMERA." Care of " Daily Press" Office.

DEQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hong. kong an Experienced Man of business to act as COMPRADORE. Good references and substantial securities required.

Apply in writing to-Messrs. JOHNSON, STOKES & MASTER, 8, Des Voux Road Central. Hongkong, 4th September, 1905.

applicant. The highest references required. No one need apply unless he is an experienced man of business and prepared to give substantial

security. JOHNSON, STOKES & MASTER. Hongkong, 21st August, 1905.

in a few months, mainly by conversation by a Frenchian. Terms very moderate. Also Lessons in English by an English Lady,

Care of Office of this Paper. Hongkong, 16th August, 1905.

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GRANITE AND MARRIE FOR EXPORT. Dealers in GRANITE and MARBLE MONUMENTS Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST. Hongkong, 17th January, 1985.

A TABLE OF THE OF EXCHANGE AT RATES HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS,

1874 то 1904. PRESS" OFFICE, or Local Booksellers. Hongkong, 11th May, 1905.

FOR EUROPE & AMERICA. India, Australia, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS.

NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TEADS REPORT." Subscription, paid in advance, \$12 per annum Postage to any part of the World \$2

RIVER From Hongkong to-Wuchowsu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY. LIMITED.

THE ORDINARY GENERAL MEET-ING of SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, 23rd SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st June, 1905. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 2Brd

DOUGLAS LAPRAIK & CO. - General Managers. Hongkong, 11th September, 1905. UNION INSURANCE SOCIETY OF

SEPTEMBER, both days inclusive.

CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and of declaring dividends, etc. The TRANSFER BOOKS of the Society

will be CLOSED from the 9th OCTOBER to the 19th OCTOBER, both days inclusive. By Order of the Board. W. J. SAUNDERS,

Secretary. Hongkong, 15th September, 1905. THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE. THE SHARE CERTIFICATE No. 4420 for Seven Shares, numbered 39145/39151 in the above Company, standing in the name of

Mrs. FRANCES HEATH ELDRIDGE, having been LOST. NOTICE IS HEREBY GIVEN that a DUPLICATE CERTIFICATE for the said shares will be issued one month hence, and that the Original Certificate unless produced within that period, will thereafter be held by the Company to be null and void.

EDWARD OSBORNE, Secretary. Hongkong, 14th September, 1901.

INSURANCES

NOTICE.

THE COMMERCIAL UNION AS-SURANCE COMPANY, LIMITED, is a Purery British Insurance Company. Head Office: London. Established London in 1861. W. H. TRENCHARD DAVIS,

Branch Manager & Underwriter, Hongkong. Hongkong, 31st August, 1905.

MORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 19:4. £17,161,299.

AUTHORISED CAPITAL ... £3,000,000 SUBSCRIBED CAPITAL.... 2,750,000. PAID-UP CAPITAL 687,500 0 0 II. FIRE FUNDS 3,001,266 12

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Kates. SHEWAN, TOMES & CO..

Agents. Hongkong, 30th June, 1905. L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current SIEMSSEN & CO.

Hongkong, 1st January, 1904. AACHEN AND MUNICH FIRE IN

SURANCE CO. OF AIX-LA-CHAPELI E

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Ilates. REUTER, BROCKELMANN, & CO.

Hougkong, 21st April, 1897

HONGKONG DIRECTORY.

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AUCTIONS

TO-MORROW (THURSDAY),

the 21st September, 1905, at 2.45 r.m. at his Residence No. 6, Macdonell Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD

FURNITURE (Full particulars from Catalogue). On View from Wednesday, the 20th September.

Auctioncer. Hongkong, 16th September, 1905. [2143

DARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency and for the half year ending 30th June, 1905, the Governor, of One Lot of Crown Land South of Tai Hang Inland Lot 162, at Tai Hang Village, in the Colony of Hongkong, for a August, 1905. Apply toterm of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

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66 CTONYHURST" and the THREE HOUSES on Magdalene Terrace. Magazine Gap. Area about 80,000 square feet. In One Lot or Singly, Portion of Purchase money to remain on Mortgage if required. Apply to- AHMET RUMJAHN.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping. both for Deck and Boilers.

A. LING & CO., FURNITURE STORE. PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

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FIRST-CLASS BOARD & RESIDENCE "BRAESIDE."

View of the Harbour : Terms moderate. Apply to-Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road, (late of "Tang Yuen.") Hougkong, 27th June, 1905.

"GLENWOOD, 27, CAINE ROAD. Hongkong, 20th September, 1905. BOARD AND RESIDENCE.

Care of "Daily Press " Office. Hongkong, 19th August, 1905.

FIRST-CLASS BOARD & RESIDENCE. "ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD,

BAXCELLENT Table, Exert some comfort Well furnished rooms Thong the harbour For terms, apply to-MRS. G. SACHSE. "St. George's House."

Hongkong, 17th March, 1903.

TO LET

Rooms, also Bath Rooms and Fine Verandah. Spacious Gardons attached. Apply to- A. A. DA ROZA.

Hongkong, 16th September, 1905. [2141 TO LET.

20 Connaught Road.

Apply to— HEAD SHROFF. Chartered Bank of India, Australia & China. Hongkong, 15th September, 1905. [2127

IN ALEXANDRA BUILDINGS.

OFFICES TO LET.

A. S. Watson & Co., Limited. Hongkong, 16th September, 1905,

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TO LET. SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion)

next door to Messrs. KRUSE & Co. MACEWEN, FRICKEL & CO. Hongkong, 15th August, 1905.

TO LET.

TIWO FIRST-CLASS SHOPS, European Style, in Kowleen. Possession on or about 31st August, 1905. Moderate Rentals. Apply to-

HUMPHREYS' ESTATE &

FINANCE CO., LD.

Hongkong, 30th June, 1905. TO LET.

TOUSES Nos. 47, 48, 49 & 50, ELGIN TI ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st

CHINA MERCHANTS S. N. CO., 15 & 16, Praya West, Hongkong. Hongkong, 6th July, 1905. HONGKONG CLUB.

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Ed & S FRIWO ROOMS on the Ground Floor of the September next, suitable articulars apply to the C. H. GRACE,

Secretary.

LET.

ERRACE. se of erection. Connaught ROAD (near BLAKE PIER). GODOWNS: PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ld. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 3rd August, 1905.

TO. 3. MACDONNELL ROAD.

Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 20th July, 1905.

NO. 15, KNUTSFORD KOWLOON TERRACE, Apply to-THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD.

Hongkong, 6th September, 1905.

Hongkong, 24th May, 1905

TO LET.

TC LET. 66 WDARKSIDE" KOWLOON, a Six Roomed Detached House Standing in its own Grounds, facing the King's Park. For Particulars, apply to-THE HONGKONG LAND INVEST.

MENT AND AGENCY CO., LD.

TO LET. THE EIRION, No. 2, THE PEAK. Immediate possession. Apply to-

E. JONES HUGHES. Hongkong, 6th June, 1905. TO LET. Furnished Bedrooms, every home comfort. Fine | 66 / HHE OAK," No. 33, CONDUIT ROAD, Six Roomed House, with

Tennis Court. Apply to- C. F. DE CARVALHO, Care of H. and S. Bank. Hougkong, 19th August, 1905. SHOP TO LET IN QUEEN'S ROAD

CENTRAL.

THE PREMISES at present occupied by THE ROBINSON PIANO Co. Possession at an early date. For particulars. W. BREWER & CO., Apply to-Queen's Road Hongkong, 15th September, 1905. [1949]

TO LET.

WELLING HOUSES on Pedder's Hill. Immediate possession. A ROOM in COLLEGE CHAMBERS. Immediate possession. SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya. 2ND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, fermerly occupied by the Standard Oil Co., of New York,

Apply to-DAVID SASSOON & CO., LD. Hongkong, 2nd September, 1905. [2044] TO LET. NIEW EUROPEAN HOUSES in Cameron

and Des Voeux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st August next. Apply to-CHINA MERCHANTS STEAM NAVIGATION CO., 15 & 16, Connaught Road, Prays W.

Hongkong, 19th July, 1905.

TO LET. Apply to-E. A. DE CARVALHO, 14. Arbuthnot Road.

Hongkong, 13th May, 1905. TO LET. CODOWN. No. 3, NEW PRAYA.

Kennedy Town. Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905. TO LET.

TO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. COMPRADORE'S DEPARTMENT

Hongkong, 3rd June, 1905.

Nippon Yusen Kaisha.

SIX-ROOMED HOUSE, No. 19. Robinson Road, known as "SANS. Souci," with a piece of ground attached suitable for either Garden or Tennis Court. The house commands a full View of the Harbour, and has an entrance also from Conduit Road.

Care of Messra. Barretto & Co. Hougkong, 16th September, 1905. [2140] TO LET OR FOR SALE.

Apply to-HO U. MING, 81, Queen's Road Central. Hongkong, 17th June, 1905.

1, DES VŒUX VILLAS, Peak. Nos. 4,6 & 21, BELILIOS TERRACE. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for

Apply to-LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Nos. 2, 5, 6, Barrow Terrace, Kowloon. THREE NEW HOUSES, CASTLE

Apply to-SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 12th July, 1905.

Owner leaving for Europe shortly.

Care of Daily Press Office.

TAIRST FLOOR, 18, BANK BUILDINGS at present occupied by Hongkong, Canton and Macao Steam Boat Company. Apply—

TO LET. LOON. Electric light. Immediate possession.

HUMPHREYS' ESTATE & FINANCE CO., LD., Hongkong, 20th June, 1905.

entrances in both Kennedy and Mac-Donnell Roads. For full particulars, apply to-LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor.

A IRY and COMMODIOUS ROOMS. A including Basement, in the Ground Floor of No. 3, Des Voux Road. Suitable for Offices or Shops. For further particulars, apply to-

TO LET CUITABLE for Offices, TWO ROOMS in

Prince's Buildings. Apply to-LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Caine Road. Apply to-H. N. MODY. Hongkong, 2nd May 1905.

TO LET.

Apply to— ARRATOON V. AFCAR & CO., 45. Wyndham Street.

Hongkong, 13th June, 1905.

Immediate Possession.

TO LET-FURNISHED.

TO LET. 66 FTANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn.

can be let. Apply to-LUK CHEUK MAN, No. 81, Queen's Road, Contral. Hongkong 12th July, 1905.

TO LET. THE First-floor of YORK BUILDINGS (Opposite Messrs, GAUPP & Co.) For Offices.

Hongkong, 4th September, 1905. TO LET. EVEN EUROPEAN HOUSES, late

Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to- CHUNG SHUN KOO. First Floor, No. 10, Queen's Road Central

INTIMATIONS. INTERNATIONAL BANKING

NOTICE.

EIGHTH HALF-YEARLY DRAWING of SIXTY-FIVE DE-BENTURES of the HONGKONG CLUB, payable on SATURDAY, the 30th SEPTE MBER, 1905, will be held at the Hongrong Club THURSDAY, the 21st SEPTEMBER, 1905.

C. H. GRACE,

By Order of the Committee,

SITUATION by YOUNG EUROPEAN; thoroughly competent Bookkeeper, Sales-

WANTED TO EXCHANGE.

Hongkong, 14th September, 1905. [2117]

NUTICE. THE Undersigned invite applications for the post of COMPRADORE to an old and well established Bank. Applications to be in writing and to state qualifications and age of

LESSONS IN FRENCH. TEW and easy method of learning French

QUAN WAH & CO. GRANITH AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of

NOW READY.

Price \$2 Cash. On Sale at the "DAILY

A Comprehensive and Complete Record of the

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PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. CRICHTON to Sell by Public

TERMS :- Cash on delivery. GEO. P. LAMMERT,

PUBLIC AUCTION.

PARTICULARS OF THE LOT.

FOR SALE. VERY CHEAP.

Hongkong, 13th September, 1905. [2112 PURE FRESH WATER.

Call Flag W J. W. KEW, Manager. Hotel Mansions, 3rd Floor. Hougkong, 8th August, 1905.

68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903.

LARGE AND COMMODIOUS A RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well

BOARD AND RESIDENCE. MRS. GILLANDERS

TAYITH Private Family suitable for Gentleman. Good Locality; Central. Tennis; Hongkong.

"TOWER HOUSE." Kennedy Road.

TO LET. Beautifully Situated. Six Fine Large | 10. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

10. 13, CAINE ROAD. Seven-Boomed House, recently thoroughly repaired. Immediate possession and Moderate Rental.

SECRETARY'S OFFICE,

TO LET.

Possession from 1st October next. Apply to- E. V. DE SOUZA.

WAUNHEVED 33, Robinson Road,

TO LET.

66/17HE EYRIE," Peak.

No. 22, Queen's Road Central, SHOP at present occupied by FAIRALL& Co.

Hongkong, 29th August, 1905. TO LET.

ROAD, HONGKONG.

TO LET ON LEASE. LARGE DETACHED HOUSE, Very Substantially Built. Robinson Road Level. Commanding Full View of Harbour. 12 Large Rooms besides Out-Houses. Partly Furnished (a new Burrough and Watt's Full-Sized Billiard Table included) Gas and Electric Fittings. Rent \$400 a month besides Taxes.

Apply to— Hongkong, 28th Angust, 1905. OFFICES TO LET.

M. STEPHENS, Solicitor. Hongkong, 17th July, 1905.

TO LET. NIEW "KINGSCLERE" with Stables

Hongkong, 17th February, 1905. TO LET.

DORABJEE & CO., King Edward Hotel. Hongkong, 13th September, 1905. [2113

TO LET.

NOS. 4 & 5, OBSERVATORY VILLAS.
KOWLOON. Five Roomed Houses KOWLOON. Five Roomed Houses Tennis Court.

66 T IGONEIL." Near Peak Tram Station S. J. DAVID & CO. Hongkong, 8th September, 1905.

Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises

Apply-KELLY & WALSH, LD.

F. Blackhead & Co. and Shewan, Tomes & Hongkong, 19th July, 1905.

THE RECENT COLLISION IN THE INLAND SEA.

NAVAL COURT OF INQUIRY, AT KOBE.

The Japan Chronicle reports:-A Naval Court | boats and searched around with the boats of the of Inquiry convened by Captain R. N. Omman- Baralong. He remained by the scene of the ney on board H.B.M.S. Andromeda on Sept. wreck notil 6 a.m. when he have up and craised 8th and 9th to inquire into the circumstances around looking for wreckage or bodies before attending the collision in the Inland Sea in proceeding on his way to Moji. The Baralong hove August last between the British steamship up next morning at about 5.30 o'clock, arriving Baralong and the Japanese steamship Kinjo- at Kobo at 8 a.m. He (witness) reported the R. N. Ommanney, the other members being and the Nippon Yusen Kaisha. Witnessasked for Mr. J B. Rentiers, British Vice-Consul. Lieut. | the holding of a Court of Inquiry. J. F. Robins, Captain H. C. Barcham (master | Baralong's bows were seriously damaged, 18 to of the steamship Corn Exchange), and Captain | 20 plates having to be renewed or straightened, C. E. Cox (master of steamship Ascot). Mr. also several beams were broken. The Baralong's H. Bouar, British Consul, was among those fore peak filled with water and part of the cargo present. Mr. C. N. Crosse, barrister, appeared was seriously damaged. Repairs in Kobe to

on behalf of Captain Jenkins. Edward Deacon Jenkins, sworn, said be was | Kawasaki Dock Company doing the repairs. master of the British steamship Baralong having. The vessel was still in the dry dock and the held a master's certificate since May, 1901. repairs would probably take another ten days. to London, via Moji and ports. They left whistle that the Kinje-mare blew was at that time being in proper order on board, course was being altered to starboard. Inland Sea Pilot, Genzaburo Katsura. Every- were promptly reversed. The tonnage displacething went well until a little after 10 pm. | ment of the Baralong was about 10,000 tons, steamer. He did not think it was more than | boats afterwards bottom upwards. The Gold-He only saw a red light-there was no other of barked the rescued, and returned to the any kind and he was positive there was no mast- search. vailing vessel. The weather was fine; there was room if the vessel had been what she l ought to have been by the lights she was had no way on and that he could close her. As

to the captain personally but the conversation was carried on through the pilot. The officer on watch in the Rinjo-mara was drowned. He believed the Kinjo-mara had no pilot. Immediately after the collision he noticed that the Kinjo-more appeared to be settling by the stern. and he put the Bardlong's engines slow ahead to keep her in to the Kinjo-mura but she found her too quickly and he had to go astern again to clear her. From the moment of the impact he called all hands to the boats, and their first and second lifeboats were over the side within a very few minutes, in fact the first boat was between the Baralong and the Kinjo-maru before the latter foundered. He burned flares around his ship, the chief engineer connected the mushroom electric lights, he also burned blue lights, all with the object of illuminating the water around. He cruised around the wreck for some time and did not leave it until 3 a.m. He saved forty-three lives by the boats. He did not know exactly how many lives were lost, but through the captain of the Kinjo-maru he learned that he had 122 persons on board, though accounts differed. He accounted for the few saved by the fact that most of the men were in the 'tween deck, probably asleep, and the rescued men stated that they had only one ladder by which to gain access to the deck. He firmly believed that the Baralong's boats picked up every man that floated. The Kinjo-mark was the old British steamer North Anglia, a ship 23 years of age, of about 1,700 tons. It was an old tramp steamer and was quite unadapted for carrying passengers. the way she foundered she could have had no watertight bulkheads between her two after

N. magnetic, right on the course to Moji. the Kinjo-maru in the captain's room, through that he was in his chart-room at the time of charge of the Kinjo-more and that he (the ship, and that he was proceeding to Ujina from from Moji to Ujina, and he stated that he had captain of the Kinjo-maru had been on his could not remember hearing a red light troops on board. He thought the master ought | right course he would have passed on the reported. When he put the helm hard

one for seeing lights.

had sunk, and requested him to stop, lower his i to Mr. Iguchi of Kanesaki, Nagoya. will assist you." He did so, and lowered his The President of the Court was Captain | matter to the British Consul, the Marine Bureau, the bows would alone cost about £2,500, the

This was his first voyage in the Baralong: The | In answer to questions of the Court, witness steamer belonged to the Bucknill Steamship said he had a man on the lookout after dack, Lines, Ltd., and he had been master of several | before and at the time of the accident. He did other of that company's steamers previously. not personally see him, but knew that he was This was the first time that he had an there because he struck the bell in accordance accident of any description. When he left with regulations. The man was at the fore-Kobe on the voyage in question he was bound castle head and reported the red light. The Nobe at 5.37 am. on August 22nd, everything short blast, which would indicate that her the ship being in charge of a fully licensed did not see a stern light. The engines

on the 22nd August. Then they saw a red and her length 370 feet. The propeller was a light. He was not on the bridge himself right-handed one and when going astern her when the light was first sighted, but was just | head tended to starboard. If the red light had on the point of climbing the bridge ladder. been stationary the Buraleng would have left it The sighting of the light was not reported to on the starboard beam by about half a mile. him, at once, but immediately he got to the The Buralong had six boats and he lowered bridge he saw the light. He made the remark four. The reason he did not lower the other to the pilot "There's a red light, pilot, on the two was because he could not see how he could starboard bow; what is it, a junk?" He replied have manned the others. All the men available "Yes" and immediately—five or ten seconds— | were required to min the three, and as a matter afterwards they heard a steamer whistle coming of fact two were quite sufficient. All on board from the direction of the red light. It was a behaved excellently, in a prompt and seamanlike short blast. Without delay they put their manner, and he had no complaints whatever to engines full speed astern, and helm hard a-port. make. No boats were lowered from the Kinjogiving three short blasts of the whistle. mare and he could not say whether any attempt Shortly afterwards they collided with the was male to do so. He saw two or three of the

three-quarters of a minute from the time they | mouth did not rescue anybody. The reason he first heard the whistle. There was only one | put his engines ahead when he saw the Kinjotime taken, and that was when they struck, more was foundering was because he wished to The time entered in the log was three minutes. | prevent the water from having such ready but that he thought, was incorrect as it ingress, thereby keeping the ship affoat as was written at very high tension. It was long as possible. No ropes were thrown from written when they arrived at Kobe. He the ship at first, because all hands were at the had then had no sleep for two days and two boats, but subsequently ropes were thrown from nights. At the time that they saw the red | the side in case anybody might be swimming light the engines were going at full speed and could cling to them. Lifebelts were also through the water, 11 knots, but he was going | thrown out, but nobady was rescued in that against the tide. It would take about three | way. The boats came back almost immediately minutes to get the vessel from full speed astern. after rescuing all the people they saw, disem-

head-light, so that he took it to be a junk or a | Captain Jenkins deposed, in answer to questions of the Court, that after the collision a dead caim, there had been a shower about a he did not think much about the damage done quarter of an hour previously. There were no to his ship; but some minutes after the heavy squall clouds. As a matter of fact they accident when the boats were away, he's at the sighted Himejima light at full range. The carpenter to sound forward. All the others height of the Buralong bridge w s 30 ft, from | were in the boats engaged in the work of the water-line. He was on the bridge before resone, It was not until a couple of hours later the whistle was head. From the time he got that he knew the actual damage sustained. on the bridge to the time that the engines were | The bow lights, on either side of the bridge. put full speed astern the course was not altered, were burning brightly at the time of the because up to that time there was ample accident. He could see the foremost must bead light and the mainmast light from below the bridge. He did not think the tide would affect showing. He considered that this sailing vessel the two ships differently; in narrow waters some difference might be noticeable. The far as he could tell the vessel was 22 to 3 points number of junks and other sailing craft at on the bow. So far as he could say there was anchor passed by a vessel during a day in the not half-a-mile between them when he first saw Inland sea could be numbered by the score; the light. He could not say whether the red The Burillong had passed dozens prior to the light was altering its bearing at all; he had no collision, and after nightfall they passed time to judge. According to the captain of numerous sailing craft showing their red or about 15 feet from the stern. He did not speak a white light whon at anchor, but he was afraid they were not very particular in this respect in the Inland Sea. At the instant of colliding he

estimated the speed at from three to four knots. Genzaburo Katsura, Japanese subject, stated on affirmation that he was a licensed Inland Sea Pilot having been thus engaged for six years. He was piloting the Baralong at the time of the accident, and had never until August 22nd, the date of the collision, had an accident. A little after 10 o'clock he saw a red light ahead 14 points off the starboard bow. It was then reported to him from the look-out. At that time he was on the bridge with the third officer. and the captain was just coming up from below. He did not know the time exactly when the boat was sighted. The captain came up to him and said "Is that a junk coming again !" and witness replied "Yes." At the same moment he took his glass and looked towards the light. Only one red light could be seen; there was no must head light. He then heard one short blast of the whistle and immediately ordered hard-aport and put the handle full speed astern, at the same time blowing three blasts of the whistle. He could not tell the exact time, but thought it was from one minute to one minute and a quarter between the time when he ordered full speed astern and the collision. When they struck he took out his watch and looked at the time. was 10.23. The weather was dark and calm. He thought the light was that of a sailing ship. and kept on his course. By doing so he considered he could easily clear the ressel, as there was plenty of room. The usual custom in the Inland Sea was for a sailing ship under weigh weather they put a dodger screen up. holds. The Baratong was steering W. by N., & masthead light. After the collision the captain of the Kinjo-mara-who-was rescued, was in-Continuing, witness said that the captain of Captain Jenkins's room, and he told witness the pilot, related that the chief officer was in the accident. He also told him the name of the captain) was in the chart-room at the time of Moji. Witness was not acquainted with the the collision. He also stated that he was bound enptain of the Kinjo-mara previously. If the to have been steering a parallel course, with starboard side and shown the green light, a port the Baralong turned to starboard very his green light open to their green, but being Witness pointed out on the chart the usual fast-four points at least. When the ship

foremast on the night in question the electric course; but he told him that the chief officer, he could feel that they were going astern, but light was out of order, so he was using an oil who was drowned, was in charge of the ship at | could not judge at the moment whether it was lamp. He also thought the Kinjo-marz ported | the time of the accident. If the Kinjo-maru | full speed astern. to their green light, as his red light seemed | had been a sailing ship he would have kept the to show up suddenly. The night was a good | course, and if she approached nearer he would | always up; it was put up for protection against have starboarded to pass ahead of her, the The master explained by models the angle weather being calm. He had to study the 10 o'clock that night, when he went to the at which he thought the vessels were when they bearings of a ship ahead and watch her collided. If the Kinjo-mare had been on her movements, before taking action. They proper course from Moji to Ujina it would have passed the Goldmouth about fifty-five miles Monday. been inpossible to see her red light. As they before reaching the spot where the accident rounded Wada Point in the early morning on occurred. The Goldmouth was going a little their way to Moji the steamship Goldmouth slower than the Baralong. She was a mile or behalf of the owner of the Baralong through was about a mile and a half ahead of them, a mile and a half ahead of the Baralong when also bound for Moji. They overtook that they left Kobe, and in about twelve hours the vessel and passed it at about 5 p.m. The Baralong was shead, being from a mile to a to go out to those bereaved. collision occurred about five hours afterwards. mile and a half ahead when the collision The Goldmouth, judging by the time it took the occurred. Immediately that the accident tof our report of the proceedings yesterday that Baralony to gain the mile or mile and a half, happened the boats were lowered very quickly. Captain Jenkins had held a master's continuate must have then been not more than three-quarters | Witness remained on the bridge and blew a since "May, 1901." As was evident from the of a mile astern of the Baralony. When the long blast on the whistle as a signal to the context, this should, of course, have read "May 1905. With Index. Price \$7.50. master of the Goldmouth saw to Baralong's Goldmouth. Witness corroborated the Captain's 1891." blue lights he slowed down, and on getting statements regarding the efforts made to save

abreast he (witness) bailed him, told him they life. He did not think anybody who could have | called as an expert on the regulations under the

when he first saw it. It was a very weak light: the vessels were under way or at anchor. In if it had been properly burning he would have the first part of the law under which these been able to see it from a further distance. The regulations exist "sea" is defined as not only Goldmouth was three quarters of a mile or a open sea, but sea surrounded by land where any mile astern of the "Baralong" when the ships navigate. collision took place. The tide was setting to ! In reply to the Court, the pilot, recalled, said the east, half a knot. The engines were moved, the rules and regulations as to lights and sound quickly astern. When the ships collided he did signals in the Inland Sea were similar to those not see anybody on board, but he heard a great | recognised in the navigation of the high seas. deal of shouting from the drowning men. He H. D. Tarver, first officer of the Baralong, was about 22 miles from Himejima light when | tated on oath that he was in his bunk on the night he passed it. After that there was some rain, in ques ion when he was awakened by the whietle but the rain never obscured the light, and there of the Kinjo-maru. He at once got out of his was no rain at the time of the collision; it was bunk and went on deck, which he reached a dark and clear night.

day, who deposed as follows :heard the steam whistle, which was the first could be manned in case of sudden emergency, reported at 10 o'clock that the lights were all the Goldmonth and had promised to attend

little out of order, a powerful oil light had been | Monday. substituted. He had no idea how far the red John Hodgson, chief engineer of the minute elapsed between sighting the red light | received the signal "Stop" and "Slowahead, into operation, and everything was done that was | night. possible to save life. He was pretty certain that all who floated were saved, as it was only on the

first trip that any of the boats picked up survivors. He thought the Goldmonth was about a mile and half astern; he could see her three masts plainly. When she came up she stood by and assisted, and witness passed several of her boats. He was out searching until 3 a m; and the last boats returned five minutes after that. The Kinjo-maru did not lower any beats so far as he knew. Witness added that he was sure that if they

had seen at once that the Kinjo-maru was a steamer they could have cleared her. He looked to the Burnlong's lights at about ten o'clock and they were all burning brightly. The first two boats pulled four oars, but he could not say what the others pulled, as he had left the ship before they were lowered. The boats were all fitted for four oars.

In reply to the Court, Captain Jenkins said he had nine A.B.'s including the boatswain. the Kinja-mara the Baralong struck the vessel green lights. Locally vessels usually showed and two boys who could man the hoats. The carpenter was also available for that purpose. and as a matter of fact two of the engineers were pulling on this occasion.

Subsequently, about aquarter of an hour afterwards, the Goldmouth came up. Witness was on deck at the time. The lifeboats of the Biralong were out until about midnight or early morning searching for survivors. He firmly believed that all who were on top of the

water were saved. In answer to the Court witness stated that the entries in the log, written by himself, were correct, having been copied off the log slate. At the time that he received the signal to reverse the engines he was standing about eight or tea feet from the reversing gear. He put the reversing gear over himself, and within a few seconds the engines were reversed. The engines were by the Wallsend Slipway firm, having been built in 1901. In his log he had the speed recorded as 12 knots; that was the average speed for the daily run. He got his information of the speed of the ship from the deck.

His propeller was right-handed. To Mr. Crosse -The ship's average on the voyage was according to the monsoon. The Baralong showed an excessive slip, possibly an average of fifteen or sixteen per cent. With the engines at full speed ahead, on reversing them it would take about three minutes to bring the ship to rest.

G. Holtgren, a Swede, a seaman on board the Baralong, said that between 10 and 10.20 on the night of August 22nd he was at the wheel, which was on the top bridge outside. In had to show a red light. It was the custom for a screen was up on the night in question. He junk at anchor to display a green light and a heard a whistle and just afterwards received orders to put the halm hard a-port. He did so, and the captain lent a hand. After the callision he helped get the lifeboats out and himself was. one of the men who manned No. 4 lifeboat.

In answer to questions by the Court, witness stated that the captain, third officer, and pilot were standing near by at the time. He could ! not hear any conversation between them; he a very poor light they could not see it, course for vessels to take in proceeding to first blow her whistle witness saw over the although their lights were visible to him. The Ujina from Moji. The captain of the Kinjo- dodger-rail a red light on the starboard bow. Baralong's lights were electric, but on the manu did not tell him anything about his He could not tell how the engines were going

To Mr. Crosse -The dodger screen was not wind and rain. It had been raining a little at

At this point the Court adjourned unti-

Prior to the evidence of Captain Jenkins, Mr. Crosse expressed, on his behalf and on him, the deep regret that was felt at the unfortunate occurrence, and they wished their sympathy

By a clerical error it was stated in the course

Y. Yamashita, a member of the Jananese Bar,

had been in collision and that the other vessel been saved was not. The Kinjo-maru belonged law of Japan for preventing collisions at sea, stated that he found on comparing them with boats, and assist in rescuing those on board. In reply to the Court, witness stated that the English regulations that the rules as to He replied: "I will go and anchor close and the red light was within half a mile of them lights and sailing vessels were similar, whether

> just as the collision occurred. He went Re-examined :- The lights were burning on to the bridge and received orders to launch brightly. They had passed many steamers, the lifeboats. He went away in the first boat, sailing ships, and junks on their way from Kobe. | arriving on the scene almost immediately after When he saw the Goldmouth astern he saw the Kinjo-morn wont down. They picked up all her lights very plainly. That was just as many men as the boat would hold. Many of before the accident. He also noticed the these men were banging on to pieces of timber Goldmouth's lights just after the occurrence. | floating from the Kinjo-maru. These were Three witnesses were called on the previous long tarred planks. What they were used for he did not know. After getting the survivors A. Coutts, third officer of the Baralong, on board the Baralong, he again went away stated that he had heard the captain's evidence in search, but found no more. In corroborating and also that of the pilot, all of which he the previous Statements, he expressed his considered accurate. He corroborated the confidence that everything was done that was statements previously made. He was on the possible to save life. The first he saw of the bridge at the time of the collision. When the Goldmouth was one of her boats, which was red light was seen he thought it was that of a out before witness returned to the ship. The junk or sailing vessel becalmed. The pilot had | Baralong's boats at that time were returning. asked him to take the bearings of Himejima He heard no explosion when the Kinjo-maru light, and he was at the compass box when he went down. All the boats were lowered that indication they had that the vessel was not a | When the Court opened yesterday morning, sailing ship. The man at the helm had it was stated that Captain Fisher, who piloted

> bright. They were all electric lights except that | and give evidence, was too unwell to be present, on the foremast, where, the mechanism being a He hoped to be well enough to give evidence on

> light was away when it was first sighted. It | Barolong, said that on the night of August was a weak oil light, such as one would expect | 22nd, at about 10.21, he received a signal small sailing craft to carry. Less than a j"Full speed astern." Two minutes later he and hearing the steam whistle. From the way and after that various signals. He was in the ship was swinging it must have been under charge of the engines on watch, and the fourth a minute from the whistle to the impact. After engineer and the greater were in the enginethe collision had taken place witness left the room at the time. He did not hear the whistle bridge and went to clear away the port life-boat. of the Kinjo-maru and was therefore After she had left the ship's side he then went unaware of the reason for the telegraph. to the starboard boat, and as soon as she was Immediately on receiving the message the swung out he went away in charge of her, engines were put astern. The engines and all He picked up several people floating in the the parts of the machinery were in perfect order water, and was told by one of the men in the and worked faultlessly. He knew that a boat that the number he had picked up was 28. | collision had happened because he felt a slight He returned to the ship with these people and shock at the time. When he know what had went again round the wreck, but could find no happened he went on deck and assisted in getmore. He then returned to the ship to see if ting the electric light and torches lit. The there was any occasion for the crew to render | hoats had put off before witness got on deck assistance, on deck, and the captain sent him It was within ten minutes, he thought, of the away again to take another pull round. Flare moment he received the first signal that he was lights, blue lights, and electric lights were put on deck. The Baralong stood by the wreck all

> > IN HOT CLIMATES waere a good antisoptic soup is of boo more a necessity than a luxury. CALVERT'S 20 per cent Carbolic Soapl n has a ready sale, on account of its n refreshing qualities, and the protec-

· 新数据 等于 (在1986年中1985年年) 1888年 1888

tion its use gives against mosquito bites. It contains 20% Crystal Carbolic, and is useful for insect bites or stings, ringworm, itch, &c. Calvert's Disinfecting Powder

is guaranteed to contain ?... Carbolic and so is cheap to use as it need only be lightly sprinkled to destroy notious and unpleasant odours and prevent the approach of infection. ½ lb., z lb. and 2 lb. tins.

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ARRIVALS. ARCAICIA, British str. 5,454, G. Schmidt, 19th Sept. - Moji and Shimonoseki T3th Sept. -tramburg-Amerika Linie. Eskno, British str., 1.127, L. A. Muir, 18th Sept. . Tientsin 9th Sept. Chefoo and Wildminei 13th; General, . Jardine,

Matheson & Co. JACOB DESPERENCESES, German str., 632, W. Largechwager, 18th Sept.,-Rollow 17th September, General.—Jebsen & Co. KATANGA, British str., 2,160 Jas McBride, 19th Sept. - Knebjaotza 12th Sept., Coal. . iteni Busean Kaisha.

KWANGLEY, Chin se ste., 19th September, from Minnipposa. American steamer, 13323, John fantos.

II. Rinder, Uth September .- Soutle 10th August, General - Nippon Yusen Kaisha. Willieman, German Str., 3,012, Th. Obenauer, 19th September - Yokohama: 8th Sept., General, Melchers & Co. YOCHOW, British Str., L306, J. H. Brown, 19th September - Shangka: 15th Sept., General. Batterfield & Swire

CLEARANCES. AT THE HARROUR MASTER'S OFFICE Auch September. Achdler, British etc., for Singapore. Chogsang, British sie, for Swatow. Flintshire, British Str., for Nagasaki. Louis Villerin, Raban str., for Kwangs hanwan. Occar II. Norwegian str., for Samarang. Willehool, German ser, for German New Guinea.

DEPARTÜRES. 10th September. DX Syc Norwegian Str., for Canton. EMM'S LEVKEN, German str., for Schrabaya. Busyspermins & Prench ste, for Europe. HARAN Beitish str., for Coast Ports. HONGKONG, French str., for Hellow. Horsand, British str. f r Saigon. MERIOSETUSHURE, Br. str., for Christmas Isld PERIN. Br. tish str., for Bombay. PHRA NANO, German Str., for Bangkek SHANTUNG, British str., for Schrabnya. TEAN, British str., for Mani'd

SHIPPING REPORT. The British str. Agoulin reports: Had strong N.E. winds in Formosa Strait. Near Breaker Point heavy rain squalls from N.N.E. VISSELS IN DOCK.

49th September. ABBRDEEN DOCKS .-SOWEOUN DOCKS .- Ponape, Holstein, Bullmonth, Likin, Cherub, Doris, Eliz, Rickmers. COSMOPOLITAN DOCK .- Nicomedia.

NORDDEUTSCHER LLOYD BREMEN, IMPERIAL GERMAN-MAIL LINE. FOR FRIEDRICH WILHELMSHAFEN. HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY

AND MELBOURNE.

THE Steamship

· WILLEHAD, Captain OBENAUER, will leave for above places TO-DAY, 20th inst., at 10 a.m. This Steamer is specially fitted for Passengers and is installed throughout with the Electric A duly qualified Surgeon and Stewardess are

For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO.,

. Agents. Hongkong, 15th September, 1905. 1976

FOR SINGAPORE, PENANG AND CALCUTTA.

THILE Steamship

"CATHERINE APCAR." Captain A. Stewart, will be desputched for the above ports TO-DAY, the 20th inst., at 3 P.M. For Freight or Pussage, apply to DAVID SASSOON & CO., LD., Agents. Hongkong, 18th September, 1995.

COMPAGNIE DES MESSAGERIFS

MARITIMES. FOR SHANGHAL KOBE AND.

уоконама.

THE Company's Steamship "CALEDONIEN."

Captain Gregori, will be despatched for above ports on or about WEDNESDAY, the 20th For Freight or Pussage, apply to G. DE CHAMPEAUX, Hongkong, 14th September, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. YEARE Steamship

"RADNORSHIRE," will be despatched for the above posts on FRIDAY, the 22nd inst. at 5 P.M. For freight and further information apply to SHEWAN, TOMES & CO., Agents "Shire" Line.

Hongkong, 19th September, 1905. (2157) BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"PALAMCOTTA," Captain Babb, will be despatched as above on SUNDAY, 24th inst., at DAYLIGHT. For Proight or Passage apply to

JARDINE, MATHESON & CO., Agents. Hongkong, 18th September, 1905. [2151]

DAMPESCHIFFS RHEDEREI "UNION" ACTIEN-GESELLSCHAFT. FOR NEW YORK.

With Liberty to Call at the Malabar Coast. MHE Steamship ... "ALBENGA,"

Captain Petersen, will be despatched for the above port on or about 10th October. For Freight, apply to CARLOWITZ & CO.,

Hongkong, 20th September, 1905. [2132

Agents.

VESSELS ADVERTISED AS LOADING

To ascertain the auchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

1		VHRBRI'S NAMES	priiAG & Blo	DERTH	CAPTAIN	FOR RESIGRT APPLY To	TO BE DESPATCHED
1	Destination					A company with the second process was assessed to the second process of the second proce	
1 }	was progressive to the control of th	1		r kan hapta s		SHEWAN, TOMES & Co	On 22nd just., at 5 P.M.
	LONDON & ANTWERP	RADNOUSHIRE	Brit. str	 ,,,,			
1.				· · · · · · · · · · · · · · · · · · ·	G. F. Mockstone, H.R. R.	- 15 5 6 6 7 7 17 7 18 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1 - 45 44 17 44 A TO CONTAIN THE
	LONDON & ANTWERF, VIA SINGAPORE, GO.	SIMLA	Brit. str		•		A AND MAN AND ADDRESS OF THE PARTY OF THE PA
a j	LONLON, SCAVIA PORTS OF CALL	ANTEVOR	Brit. str	1 m.		Designation of SWIDD	Un luth uct.
i }	LONDON, AMSTERDAM & ANTWERP	ALCINOUS	Brit, str.	l m.		GIBB, LIVINGSTON & CO	About 23rd just.
, i	LONDON, AMSTERDAM & AND WESTER	BICKGLOE	Brit. str		Bee.	BUTTERFIELD & SWIRE	On 24th Oct.
				1 m.) No No	On 3rd Oct., at 1 P.M.
					Broc	Affirm and makes to Class	On 27th inst., at Noon.
					G. Meiners	OLEMENTS & CO.	On 23rd inst.
i	BREMEN, VIA PORTS OF CALL	al Carriers	Ger. str	k. w.	v, Doehren	HAMBURG-AMERIKA LINIE	Ou 4th Oct
ti l	HAVRE, BREEES & HAMBURG VIA STRAITS, &C	Crement &	Ger. str	k, w.	Bable	HAMBURG-WHERIKA TANAS	
)	HAVRE, BREEES & HAMBURG VIA STRAITS, &C	al Commercia	Ger str.	k. w.	Kue isel	MAMBURG-AMERIKA LIMIT	On 18th Oct
, }	HAVRE & HAMBURG VIA STRAITS, &C	Secretary of the second	Gor str.		Rörden	HAMBURG-AMERIKA LINIE	On let Nov
e. i	HAVRE, A'WERT & HAMBURG VIA STEATTS, & HAVRE, BREMER & HAMBURG VIA STEATTS, &	C. DIVACATA	Cor atr	k.w.	1 44 1 41 6 134	- LA AMOTOTTO CALLENGICIO DE LIBERTE LA CALIFORNIA DE LA	
_ {	HAVRE & HAMBURG VIA STRAITS, AC	ORATOVIA ALAMANA	Gov. str.	k. w.		-1 -4 6 9 7 7 7 7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1	
" }	HAVRE & HAMBURG VIA STRAITS, &C	A Drug Language	Har str	<u> </u>			A NAME AND DESCRIPTION OF THE PARTY OF THE P
1	HAVRE & HAMBURG VIA STRAFTS, &C.	Disease.	Ana str.	- -	Craglietto	SANDER WILLER O CO.	· Share and an and a second
ïi	TRIESTE, &c., VIA SINGAPORE, &c.	, PERSIA	Rest utt	l m			"P" (1 _ 4444) A
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į	NEW YORK VIA PORTS & SUEZ CANAL	ALSTON	Raid etn	·			1
	NEW YORK VIA PORTS & SUEZ CANAL NEW YORK VIA PORTS & SUEZ CANAL	SENECA	Dail see	··			
	NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Con Abn				
	NEW YORK, VIA PORTS & SUEZ CANAL	ALBENGA	Ger. Str	1- 01	· ** ** ** ** ** ** ** ** ** ** ** ** **		
• .	NEW YORK NEW YORK VIA SUEZ	VANDAMA	Ger. str	k. w.			<u> </u>
	NEW YORK VIA SUEZ VANCOUVER, VIA SHANGHAI JAPAN, No.	EMPRESS OF JAP.	AN Brit. str.	, 2 m.			The state of the s
	VANCOUVER, VIA SHANGHAL JAPAN, &c.	ATHENIAN ACTION	Brit. 817	. im.	To Y' Incinction	TODAKKIT, & CO., LIBITATA	
n.	VANCOUVER VIA SHANGHAL JAPAN VICTORIA (B.C.) & TACOMA VIA JAPAN	FLEIADLS	Am. str	1	F. G. Strington	BUTTERFIELD & SWIRE	On lat Oct.
	VICTORIA (B.C.) & TACOMA VIA JAPANICI VICTORIA (B.C.) SEATTLE, &c. VIA JAPA	N Typeus	Brit. str	1 m.	Wassamalik	PORTLAND & ASIATIC S.S. Co	o. On 26th inst., at Dayngar.
3.	PORTLAND, OREGON VIA SHANGHAL &C	NICOMEDIA	Ger str.				
	SEATTLE, VIA SHANGHAL & JAPAN	. MINNESOTA.A.A	Am, str	·· · · · ·			
	SEATTLE, VIA SHANGHAL & JAPAN AUSTRALIAN PORTS VIA F. WILHELMSHAFE	N. WILLERAD	Ger. str.	, "	Obellaner	BUTTERFIELD & SWIRE	On 23rd inst.
	AUSTRALIAN PORTS VIA F. WITHELMSHAFF AUSTRALIAN PORTS VIA MANILA, &C.	CHANGSHA	, Brit. str	l·m.			
	AUSTRALIAN PORTS VIA MANILA TIMO	R AUSTRALIAN	Brit, str	<u> </u>	:	HITTTRICK I BILLY OF SOMETHING ACCESS	
	AUSTRALIAN PUNTS VIA JONATES	CHINGTU	Brit. str	. im.	tt C Deadaham	P. & O. S. N. Co	About 30th inst.
· · · ·	YOKOHAMA & KOBE YOKOHAMA. VIA SHANGHAI, MOJI & KOBE	THE CHILD THE COLUMN	Brit.str			TAVALIMINA-MAPAN JURAN 100	Maria and and an analysis and
	JAPAN VIA SHANGHAI, MOJI & ROBELL	TJIPANAS	Dut. str	2 1 <u></u>		JARDINE, MATHESON & Co.	
	JAPAN VIA SHANGHAL	ESANG	Brit. str				
. 1	JAPAN VIA SHANGHAI TIENTSIN SHANGHAI, KOBE & YOKOHAMA	CALEDONIEN	Fren.st .	— [[fregor]	P. & O. S. N. Co.	About 21st inst.
ш	SHANGHAL KOBE & YOKOHAMA	CHUSAN	Brit. str		H. W. Menrick, R.N.	JARDINE, MATHESON & CO.	411. W
	SHANGHAI	HANGSANG	Brit. etc			BUTTERFIELD & SWIRE	On 23rd inst.
	SHANGHAL	Vacuow	Brit. str.	· · · · · · · · · · · · · · · · · · ·		Caragina I A TOTA	Ou appet fage woom
	SHANGHAL VIA SWATOW, AMOY & FOOCHOW	Tentates	Ger. str.		A. Hansen	I Alexander & ATOM I	The Table 1 thought at the control
	SHANGHAI VIA SWATOW, AMOY & FOOGROW	Derris Mari	Jap. str.	· -	H. Ohta	Aller Congress IC ATOH L	On 1st Oct., at Noon.
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nΚ	CARTESTO FOR SWATCH A RINGS Common	T. It Company and the contract of		<u> </u>	# * * * * * * * * * * * * * * * * * * *	DOUGLAS LAPRAIK & Co	On 22nd inst., at 10 A.M.
(IN)	I are enamy attributed a tribution $\dots \dots \dots$	(111111)		•.	Robson	DougLAS DAPRATE D. Co.	On 24th inst., at Daylight.
	A COUNT A PROCESS OF A MICHAEL A NO. D. P. COUNTY MANAGEMENT	A PART OF THE PART			Babb	JARDINE, MATHESON & Co. JARDINE, MATHESON & Co.	On 22nd inst. at 4 P.M.
	AMOY, STRAITS & RANGOON		Reit atr			1	On 23rd inst. at Noon.
	LMANITIA	A series of	Line is the state of the	i	R. Rodger	SHEWAN, TOMES & CO.	On 30th inst., at Noon.
•	A MANTEA	PAREZ LOCALISMA		"· · · — ·	A. Notley	SHEWAN, TOMES & Co	On 92ud inst.
u-	A MIA MITA			• •		· I RECOGNIZE TRUE AL ISIN ALIS ALAS	Today
14-	CERRIT & IT GIT O	WILL DUG TOW OR	•	***			
	LOTATO A DODAY DENANG & CALCUTTA	OATHERING AL	n_4			JARDINE, MATHESON & Co.	THE COLUMN THE PROPERTY OF THE PARTY OF THE
	SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	41+	1 - 1		
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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

- 1	•	·		
	FOR	STEAMERS	TO SAIL	REMARKS.
	• •		About 21st September	Freight and
		SIMLA	Noon, 23rd September	See Special Advertisement.
Š	LONDON and ANTWERP VIASINGAPORE, PENANG, COLOMBO, PORT SAID	CEYLON C. F. Lockstone, R.N.R.	About, 29th September	Freight and Passage.
•	YOKOHAMA VIA SHANGHAI, MOJI and KUBE Passing through the Inland Sea	H. S. Bradshaw,	About 30th September	(Freight and Passage.
	- For turther Particular	s, apply to	. ,	e de la companya de Na companya de la co
				LEWIS,
-			Acting !	Superintendent.

IMPERIAL GERMAN MAIL INE.

Hougkong, 20th September, 1905.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG! COLOMBO, ADEN, SUEZ, POR! SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMITON TO LAND PASSENGERS

AND LUGGAGE. N.B.-CARGO CAN BE TAKEN ON THROUGH PILLS OF LADING FOR THE PRINCIPAL PLACES

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. STEAMERS.

				•	1000	
				WEDNESDAY	• • • •	27th September
ROON				WEDNESDAY	***	11th October
BAYERN	***	•••	,,,	WEDNESDAY		25th October
ZIETEN	. `	444	• • • •	WEDNESDAY	٠	8th November
PRINZESS ALICE	•••	•••		WEDNESDAY	***	22nd November
GACHSEN	##1			WEDNESDAY		6th December
PRINZ REGENT LUIT	LOTD :	•••	•••	WEDNESDAY		20th December
PRINZ HEINRICH	***	***	•••	14 1310 14310 20 11 2	-1906	
	ን ተ ረጓደቸ		•	WEDNESDAY		3rd January
PRINZ EITEL FRIEDI	tion	1+4		WEDNESDAY		17th January
GNEISENAU	. *** `	,	•••	WEDNESDAY	-44	31st January
		***	***	WEDNESDAY		14th February
PREUSSEN	• • • •	*** ,	• • • •	WEDNESDAY		28th February
		***	•••	A PUM HOTHER	***	₹ - 2
	-	_		,		

O'ROON," Captain G. Meiners, with MAILE, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NATUES and GENOA. Shipping Orders will be grunted till NOON, on MONDAY, the 25th September. Cargo and Specie will be received on Board until 5 P.M., on Tuesday, the 26th September, and Parcels will be received at the Agency's Office until Noov, on Tuesday, the 26th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement, The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS. Hongkong, 14th September, 1905.

INDO-CHINA STEAM NAVIGATION CO... LIMITED.

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Ì	PROJECTED SAILINGS E	ROM HONGKONG.	(SUBJECT TO	VPL ERWITON
١	bKO1FCLED SHIMAD	BTRAM	KB8	31 1.0 L 2 n.t.
I	+ SHANGHAI	"HANGS	ANG" Friday,	22nd Sopt., o r.m.
	+ SHANGHAI	"LOONGS	ANG" Friday,	22Hd Dept., 4 F.M.
Ì	* MANILA	"ESANG"	Saturusy,	26th Sant Noon.
ĺ	TIENTSIN *SINGAPORE, PENANG&C	ALCUTTA "NAMSA	NG Tuestay,	gors and are fitte
	*SINGAPORE, PENANG & C * These steamers have supe	rior accommodation for	Likel-Orese Trasser	Box's care
1	Tight			7 V

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze throughout with Electric Light. Taking Cargo on Through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Ports.

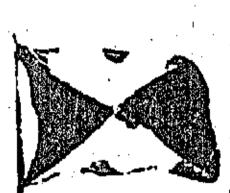
Usukan, Jesselton and Labuan. For Freight or Passage, apply to Horgkong, 14th September, 1905.

JARDINE, MATHESON & CO., GENERAL MANAGERS.

CHONG CHALMS INLAND TO THE ANTI- OPECION

į	PROPOSED SAILINGS FROM HONGKONG STAITER INDIAND PULTLAND, UKDUUN	
l	PROPOSED SAILINGS FROM HONORCHO YOKOHAMA FOR SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR NAVIGATION CO	Į.
١	OPERATING IN - OREGON RAILROAD & NAVIGATION CO	
	STRAMSHIP LONS. Contambas 96th 1905	
	"NUMANTIA" 4,370 Feliciman November 7th, 1905.	I
	Alvanda Bastern, Canadian and . Bastern, Canadian and	1
	Through Bills of Lading issued to Pacific Coast Points and a Laboration, communicate United States Points. For through rates of Freight and further information, communicate	·
	ipited States Points. For intough rates of a second states of the second	ì

S. SILVERSTONE, ACTING GENERAL-AGENT. Hongkong, 30th August, 1905.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA®

STEAMSHIP COMPANY, LIMITED.

STEAMBHIT	Tons.	CAPTAIN	FOR	Sailing Date.
ZAFIRORUBI	2540 2540	R. Rodger A. Notley	Manila. Manila.	Sat., 23rd Sept., Noon. Sat., 30th Sept., Noon.
For Freight o			oversar to St. (D)	NAMES & CO

Houskong, 11th September, 1935.

SHEWAN, TOMES & CO., GENERAL MANAGERS.

HONGKONG-NEW

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). ... On 20th October. S.S. "ALSTON"

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS Hongkong, 5th September, 1905.

HAMBURG-AMERIKA

OSTASIATISCHER DIENST.

T. KIND CHEEF at through rates to ANTWIND, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIERTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

	DESTINATIONS, BAILING WATER.	13 1 1 4 0
* SCANDIA	TIATURE REEMEN and HAMBURG On 92ml Sout	Freight & Passengers
Chart w Donhean	Calling et Singapore, Penang and Colombo,	Preight &
	(HAVRE & HAMBURG	Passengers.
~ ~~~~~~~~ A	- 43 V AL MCM 46 IN 1 AA BALLAY WARK TTTT TO A TO A TO A TO A TO A TO A TO	Freight.
Capt. Knaisel	Malling at hingapore, Lebang and Common,	Freight &
* SLAVONIA	HAVRE, BREMEN and HAMBURG On 18th Oct. (Calling at Singapore, Penang and Colombo)	Passengers.
SEGOVIA	e tration is and Mark Mark Inc.	Freight.
, Capt. Schönfeldt		Freight.
SENEGAMBIA Capt. Jaburg	(Malling of Singapore Penang and Colombo))	
C.FERD.LAEISZ	HAVRE and HAMBURG On 29th Nov.	Freight.
Capt. v. Hoff	1 A DADE OLD	Freight.
Cant. Haase	With liberty to carr by the branch and accommode	tion of these
* Special attent	ion of intending Passengers is drawn to all spreading passengers in a spreading passengers is drawn to all spreading passengers in a spreading passengers is drawn to all spreading passengers in a spreading passengers in a spreading passenger passengers in a spreading passenger passenger passengers in a spreading passenger	nly qualified
steamers, paivon un	IG Chrine a semi-sense.	
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For Further Particulars, apply to HAMBURG-AMERIKA LINTER HONGKONG OFFICE. No. 1, taken's Battoine.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO BE DESPATCHED

STEAM FOR STRAITS, CEYLON, AUS: TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS. PLYNOUTH AND LONDON. PHROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. INHE Steamship

"SIMLA," Captain C. D. Goldsmith, R.N.R. carrying His Majesty's Mails, will be descatched from here for Bombay on SATURDAY, the 23rd September, at NOON, taking passengers and cargo for the above ports in connection with the Company's 8.8. "Himalaya." 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and

transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for Loudon, &c., will be convoyed from Bombay by the R.M.S. "Arabia," due in London on the 4th November, 1905. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents

Tea for London (under arrangement), will be-

and value of all packages are required. For further particulars, apply to L.S. LEWIS, Acting Superintendent. Hongkong, 11th September, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGA-SAKI KOBE AND YOKOHAMA (Passing through the INLAND SEA OF JAPAN.)

THIHE Magnificent New Twin-Screw Steam-🚹 ehip "MINNESOTA," Tons 20,718 Gross Reg., Captain J. H. Rinder, will sail on SATURDAY, the 23rd September, at Noon, Conveying Cargo to the Pacific Coast, United States and Canadian Over-

land Common Points; also Passengers to the United States, Europe, &c. This Steamer is lexuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS. BARBER SHOP.NURSERY, STEAM LAUNDRY, &c. Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U.S.A. in connection with the Great

Northern and Northern Pacific Express Companies. Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR. MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Agents.

Hongkong, 12th September, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR IN HE Steamship

"SENECA,"

Captain Grimes, due on the 25th Sept., will be despatched as above on the 27th September. For Freight, or other information, apply to STANDARD OIL COMPANY OF NEW YORK,

Oriental Freight Department. (Hotel Munsions, 2nd Floor). Hongkong, 16th Soptember, 105.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



SINGAPORE, BATAVIA. COLOMBO.ADEN EGYPT MARSEILLES, LONDON. HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

IF HE Steamship

"POLYNESIEN." Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd October, at 1 P.M. Passage tickets and through Bills of Lading

issued for above ports. Cargo also booked for principal places in Next sailings will be as follows: S.S. "CALEDONIEN" ... 17th Oct.

S.S. "OCEANIEN" S.S. "SALAGIE" 14th Nov. G. DE CHAMPEAUX, A rent. Hongkong, 20th September, 1905.

HONGKONG-MACAO LINE

-s.s. "WING CHAI," Captain T. Austin, R.N.R.

711118 Steamer departs from Hongkoug, on Il Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Depairs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits FARES—(week days) 1st Class including cabin

and servant), Single \$3, Return Ticket \$5 2nd Class S1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket SI, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents. Meals can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3-

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on producetion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for thefollowing day.

The Steamer is lit throughout by Electricity The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Srteet. MING ON & CO.

2nd Floor, 16. Victor Street. Hongkong, 7th Cetober, 1904.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

1212.7%	OUTWARDS. STEAMERS	DUE
or A SHOW and LIVERPOOL	"DARDANUS"	On 21st September. On 28th September.
GLASGOW and LIVERPOOL	"CHINGWO"	On 28th September. On 5th October.
	HOMEWARDS.	TO SAIL
FOR STATES and)	*ACHILLES"	,
GENOA, MARSEILLES and LIVERPOOL		
LONDON, AMSTERDAM and }	"ANTENOR"	On 26th September.
LONDON, AMSTERDAM and 3	"ALCINOUS"	On 10th October.
ANTWERP	"AGAMEMNON"	On 20th October.
LIVERPOOL	· · · · · · · · · · · · · · · · · · ·	On 24th October.

TRANS-PACIFIC SERVICE.

* Taking Cargo for Liverpool at London Rates.

Operating in conjunction with

THE NORTHERN PACIFIC BAILWAY CO.

AND TAKING CARGO ON T	CHROUGH BILLS OF LADIN E UNITED STATES OF AME	G TO ALL OVERLAND RICA AND CANADA.
······································	EASTWARD.	TO BAIL
TLE, TACOMA, and all P COAST PORTS, VIA NAG KOBE and YOKOHAMA	ASAKI (PINGSUEY"	On 1st October On 1st November.
KODIA HUG KOMO	WESTWARD.	
	STEAMERS	DUE
TACOMA, SEATTLE. VI and PACIFIC COAST	CTORIA) " " TORININ"	On 30th October.
Fo	or Freight, apply to—BUTTERFI	
Hongkong, 15th September, 19	05. AG1	ENTS. (9.10

NAVIGATION LIMITED.

YOKOHAMA and RODE	
MANILA, ZAMBOANGA, PORT	
. NARWIN THURSDAY ISDAYDI	"CHANGEHA" On 23rd September.
COOKTOWN, CAIRNS, TOWNS-74	CHANGEIR OZ zoro
VILLE, BRISBANE, SIDNET and 1	
MELBOURNE	"YOCHOW" On 23rd September.
SHANGHAL	Os 96th Sont
	"CHIHLI" On zour sept.,
SWATOW, CHEFOO EDG TIENTSIN	
SWATOW, CHEFOO and TIENTSIN The attention of Passengers is directed	to the superior accommodation offered by these
* The attention of Passengers is directed throughout with Elected	to the superior accommodation outled by these secre Light. Unrivalled Table. A duly qualified
* The attention of Passengers is directed an interest with Elements, which are fitted throughout with Elements of the Elements	secric Light. Unrivalled Table. A duly qualified
The attention of Passengers is directed throughout with Elements, which are fitted throughout with Elements on is carried.	sciric Light. Unrivalled Table. A duly qualified
The attention of Passengers is directed throughout with Elements, which are fitted throughout with Elements on is carried.	sciric Light. Unrivalled Table. A duly qualified
The attention of Passengers is directed throughout with Elements, which are fitted throughout with Elements is carried. + Taking Cargo on through bills of lading Taking Cargo and Passengers at through	sto all Yangisze and Northern China Ports, and rates for all New Zealand Ports and other
The attention of Passengers is directed ones, which are fitted throughout with Elemannes, which are fitted throughout with Elemannes, which are fitted through bills of lading tracing Cargo on through bills of lading Taking Cargo and Passengers at through australian Ports.	to all Yangisze and Northern China Ports, and rates for all New Zealand Ports and other LE AND RETURN, TO MANILA AND
The attention of Passengers is directed ones, which are fitted throughout with Elemannes, which are fitted throughout with Elemannes, which are fitted through bills of lading tracing Cargo on through bills of lading Taking Cargo and Passengers at through australian Ports.	sciric Light. Unrivalled Table. A duly qualified

* "KAIFONG"

For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

TO BALL.

On 22nd September.

On 23rd September.

AGENTS. Hongkong, 14th September, 1905.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA MOJI, KOBE AND YOKOHAMA.

• · - , · •	Steamer,	Tons.	Captain.	Sailin	g Date.	
. 6	LEIADES	9,606	F. G. Purington E. V. Roberts T. W. Garlick	Saturday,	October October November	7th 14th 4th

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS. Hongkong, 24th August, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-

1111			SUBJECT TO
* TAMSUI *	FOR VIA SWATOW AMOY	{	THE CO,'S S.S. DAIJIN MARU H. OHTA
· ·	FOR VIA SWATOW	{	THE CHARTERED "PROMISE" THORSTONSEN

AND AMOY SHANGHAI VIA SWATOW, AMOY AND FOOCHOW ! TAMSUI VIA SWATOW

ALTERATION. LEAVING... SUNDAY, 24th Sept.. at Noon. LEAVING THURSDAY, 21st Sept., at 10 A.M. FRIDAY, 22ud "TRIUMPH" Sept., at Noon A. HANSEN SUNDAY, 1st Oct... "PROTEUS' 3 at 10 A.M.

KRABBE AND AMOY * This Steamer has superior accommodation; for First-class Passengers, and is fitted throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central. T. ARIMA, Manager. Hongkong, 12th September, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

	a mass Congresso (Greener to Alteration).	
	R.M.S. PROPODED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). WEDNESDAY, 20th Se	
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J	"EMPRESS OF JAPAN" 6,000 Tens Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sc "EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oc "EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oc	at ·
- 1	The reserve their ATIATIAN A " KIRRI TOTIS COME AN ALTORIDADE AND	JV.
i	"ATHENIAN" 3,882 Tous Com. S. Robinson, R.N.E. WEDNESDAY, 1st No. ATHENIAN COM. Com. E. B. Schinson, R.N.E. WEDNESDAY, 1sth N	ov.
	1 A A PROPERTY AND PARTY AND RESERVED TO A SHOULD BUILD BUIL	
	"ATHENIAN "	OV.
	I "EMPRESS OF IN OLA COOK I'MS SOME SEE STATE TO THE TOTAL OF SOME N	OV
		074
	"EMPRESS OF INDIA" 6,000 Tons Com. E. Boetham, E. N.R. WEDNESDAY, 29th N "TARTAR"	£62.
	Hongkong to London, 1st Class Steamers,	249
	Intermediate on Steamers, } , £40. ,,	JUE
	and 1st Class Rail)	
•	GIR TRO COMME TO STATE OF THE S	

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIHP passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (E.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navel Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Aven. Corner Pedder Street and Praya, opposite Blake Pier

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.				
STEAMER	Fron	EXPECTED ON OR WILL LEAVE FOR ABOUT	ON OR ABOUT	
TJIPANAS.	JAVA	Second half of JAPAN via SHANGHAI September	Second half of September First half of	
TJIMAH!	JAPAN	First half of JAVA PORTS October	October Second half of	

First half of JAPAN via SHANGHAI Second half of October JAVA TJILATJAP. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,

Bonaventure, 2nd class craiser, 4360 tons, 10

guns. 7000 i.h.p., Cept. H. H. Torlesse,

Comdr. H. E. Sulivan, R.N., Shanghai

4.000 h.p., Lieut. Comdr. Cox, Weihaiwei

.4000 n.p., Lieut, Comdr. Richards, Hong.

h.p., Capt E. F. R. Charlton, Weihaiwei

Hecla, special torpedo vessel, 6400 tons, 240

Iphigenia, 2nd class cruiser, 3,600 tons, 8 gans,

Itchen, torpedo boat destroyer, 559 tone, Lieut.

Janus torpedo-boat destroyer, 280 tons, 6 guns

Kinsha, river guntoat, 331 tons, Lieut.-Comdi.

Moorhen, river gunboat, 180 tons, 2 gans,

Lieut.-Comdr. F. B. Noble, West River

i.h.p., Capt. C. H. H. Moore, Singapore

Sutlej. Ist class cruiser, 12,000 tons, 14 guns,

Tamar, receiving ship, 4,600 tons, 6 guns.

Teal, river gunboat, 180 tons, 2 guns, Lieut.

Virago, torpedo-boat destroyer, 360 tons, 6 guus,

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Comdr. A. W. Glennie, surveying

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,

Woodlark, gunboat, 150 tons,2 guns, 550 h.p.,

Lient Comdr. J. F. Knox, Yangts

6,300 i.h.p., Lieut.-Comdr. J. A. Gregory

gune, 5,900 h.p., Lieut. Comdr. C. E. L.

Lt Comdr. G. B. Spicer-Simson, Yangtaze

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EASILY CURE

One gives relief. An increasing sale

of over 80 years is a certain test of their value. Sold in bottles everywhere.

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Comdr. Secretan, on Yangteze

Commodore C. G. Dicken, at Hongkong

Lieut.-Comdr. Ernest W. G. Davidson, on

E. V. F. R. Dugmore, on Yangtste

3,900 h.p., Lt.-Comdr. Darwall, Hongkong

7,000 i.b.p., Capt. Fawckner, Amoy

Comdr. C. Seymour, Weihaiwei

Comdr. R. II, Bather, Weibniwei

Heaton, Weihaiwei

Cane Luard, Yangtsze

Wilkin, D.S.C., Yangtsza

Comdr. Lewin, Weihaiwei

Weibaiwei

Yaugtsze

Weilmiwei

en route Weihaiwei

Thomas, Weihaiwei

Shanghai

3,000 h.p., Com. R. M. Hurbord, Weiliniwer

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN. Te.ephone No. 375. Alexandra Buildings, 3rd Floor.

Hongkong, 9th September, 1905.

VESSELS ON THE BERTH



AUSTRIAN LLOYD STEAM NAVI-GATION COMPANY.

Cadmus, British sloop, 1,070 tons, Capt. H. du STEAM FOR FIUME AND TRIESTE (DIRECT) Clio, British sloop, 1,070 tons, Captain H. D. Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY. ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZILS, Diadem, 1st class cruiser, 11,000 tons, 16 guns, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and Erne, torpedo boat destroyer, 550 tons, Lieut. ADRIATIC PORTS.) THE Company's Steamship. Ettrick, torpedo boat destroyer, 560 tons, Lieut.

"PERSIA," Captain Craglietto, will be despatched as above on SATURDAY, the 23rd inst., P.M. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & CO., Princes' Building. Hongkong, 6th September, 1905.

"BEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP

THE Steamship

"BENGLOE," Captain Bee, will be despatched as above on or about the 23rd inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th September, 1905. [2124

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" 3rd Oct. "SIKH" "WRAY CASTLE" ... to follow. For Freight and further information, apply to DODWELL & CO., LD., Agents

Hongkong, 20th September, 1905.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Manila, Timor, Port Darwin and | Whiting, torpedo-boat destroyer, 350 tons, QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &C.) THE Steamship

"AUSTRALIAN." Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 4th October, at NOON. This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stowardess are carried. N.B .- To assure the additional comfort of passengers the Steamers of the Company have electric fans litted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO. Agents.

Hongkong 13th September, 1905. [2115]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185 HEAD OFFICE-LONDON.

CAPITAL PAID-UP......£800,00 RESHRVE LIABILITY OF SHARE-HOLDERS£800.00

INTEREST allowed on Current Account at the rate of 2'/, per annum on the Daily balance, On Fixed Deposits for 12 months 4 per cent T. P. CÖUHRANE.

Manager. Hongkong, 18th May, 1905. HONGKONG BAVINGS BANK,

THE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Roles may be obtained on application. INTEREST on deposits is allowed at 3; PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AHD SHANGHAI BANK to be placed or FIXED

For the Hongkong and Shanghal BANKING CORPORATION: J. R. M. SMITH, Chief Manager, Hongkong, 1st May, 1902

HH TOKOHAMA SPECIE BANK

DEPOSIT at 4 PER CENT. por annum.

LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED 9,919,000 RESERVE FUND.....

HEAD OFFICE-YOROHAMA.

BEANCHES AND AGENCIES. Nagasaki Tokio New York London Honolulu Bombay San Francisco Nowchwang Tientsin Shanghai Mukden Peking Dalny Chefoo Port Arthur

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED PARE'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5%, per around Andromeda, cruiser, 12,500 tons, 16 gans, 1,6500

i.h.p., Capt. Nelson Ommanney, Weihaiwei TAKEO TAKAMICHI, Arun, torpedo boat destroyer, 550 tons, 6 guus, 7,000 i.h.p., Lieut.-Comdr. R. Henniker Manager., Hongkong, 22nd May, 1905. THE MERCANTIIF BANK OF Astraea, 2nd class cruiser, 4,369 tons, 10 gnns, 7,000 i.h.p., Captain Lionel G. Tafnell, INDIA, LIMILED.

AUTHORISED CAPITAL£1,500,000 SUBSCRIBED 1,125,000 PAID-UP RESERVE FUND 110,000 BANKERS:

LONDON JOINT STOCK BANK, LIMITED. Dee, torpedo bont destroyer, 560 tons, Lient. INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance. ON FIXED DEPOSITS:-10,800 h.p., Capt. H. W. Savory, Weihaiwei

For 12 months.....4 / 347 21/ A. R. LINTON, Acting Manager. Rongkong, 30th June, 1905.

Exe, torpedo bont destroyer, 570 tons, Comdr. A. F. Everett, Shonghai I ONGKONG & SHANGHAI BANK. ING CORPORATION Fume, torpedo-bont destroyer, 360 tons 6 guns, 5.700 h.p., Lieut. Comdr. Stevenson, Handy, torpedo-boat destroyer, 260 tons, 6 guns

RESERVE FUND-Hart, torpedo-boat destroyer, 260 tons, 6 guns, STERLING RESERVE... \$10,000,000 SILVER RESERVE ... 8,500,000 \$18,5)0,000

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain Shortland, Weihaiwei COURT OF DIRECTORS.

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CHIEF MANAGER Hongkong-J. R. M. SMITE MANAGER: Shanghai-H. E. R. Hunter.

Otter, torpedo-boat destroyer, 350 tons, 6 gans, 6300 i.h.p., Lt.-Comdr. Kiddle, Weibaiwei Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Monre, Bornes LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

Robin, river gunboat. 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Vaughan, West River Sandpiper, river gunboat, 85 tons, 2 gans, 241 HONGKONG-INTEREST ALLOWED. h.p., Liout.-Comdr. H. T. Atlay, Hongkong On Current Account at the rate of Two per Sirius, 2nd class cruiser, 3,600 tons, 6 gans, 6,300 Cent. per Annum on the daily balance. ON FIXED DEPOSITS. Snipe, river gun-boat, 85 tons, 2 gans, 240 h.p.,

For 3 months, 21 per cent per Annum. For 6 months, 31 per cent. per Annum. For 12 months 4 per cent. per Annum. J. R. M. SMITH, 21,000 i.h.p., Captain Wm. L. Grant, Chief Manager.

Hongkong, 19th August, 1905. THERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS ..Gold \$10,000,000 | CAPITAL PAID UP Gold \$3,250,000 RESERVE FUND Gold \$3,250,000 HEAD OFFICE: New York. Woodcock, gunboat: 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Hugh Somerville, Yangtse LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World. LONDON BANKERS. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED,

UNION OF LONDON AND SMITH'S BANK. LIMITED. BRITISH LINEN COMPANY BANK

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates :--For 12 months 4 1/2 per cent. per annum.

> H. PINCKNEY, Manager.

Queen's Road, Central, Hongkong, 20th September, 1905.

BANKS E EUTSCH-ASIATISCHE BANK. AUTHORISED CAPITAL......Sh. Taels 7,500,000

HEAD OFFICE-SHANGHAL. BOARD OF DIRECTOR, BERLIY, Branches:

Calcutu, Hankow, Peking. Tientser, Tsinante, Tsington, Yokohama. Founded by the following Banks and Bankers :—

Konnightens Seehandlung (Preussische STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. Bleichroeder

BERLINER HANDELS-Heffin. GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. Mendelskohn & Co. M. A. von Rothschild & Frankfart a/M.

SOEHNE

JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, Homburg. SAL OPPENHEIM, Ja., & Co., Koelo. BAYERISCHE HYPOTHEREN-UND WECHSEL-BANK, MUENCHE.

LONDON BANKERS. Messrs, N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BEBLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO SUTER,

Sub-Manager. Hongkong 9th September, 1905. FRIEB BANK OF THIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL PAID-UP 2,500,000 HRAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENCIES: Tainan Tamsui Nagasaki

Tokio Osaka Foochow Yokohama Shanghai HONGKONG OFFICE:

4. Queen's Road. Interest allowed on Current Account. Deposits received on terms which may be learnt on application. B. SHIGENAGA, Manager:

Hongkong, 1st November, 1904.



a Have found it very 🕃 a good indeed p.

SAVON ! POUDRE SIMON & PARFUMS Aziolettz – Récijotrope J. SIMON, Chemists, Hairdrassors, Forfumers and Stores. Breeze Sameratore Samerate Samerate Property Section which the same same

GRIMAULT & C°



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasia, Eczema and Skin diseases generally.

> 8, RUE VIVIENNE, 8 Paris

THE NEW FRENCH REMEDY

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto Shortrane, often a tew days only, removes all discharges from

shorttime, often a few days only, removes all discharges from the arinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacions, affording prompt relief where other well-tried remedies have been powerless, for impurity of the blood, scurry, pimples, spots, olotelies, pains and swell-links of the joints, secondary symptoms, gout, rhenmatism, and all diseases for which it has been too much a fashion to employ mercury, sarsagangla, acc, to the destruction of to employ mercury, sarsagen the fact to the destruction of sufferers tooth and coin of health. This preparation purification whole system through the blood, and thoroughly

climinates every poisonous matter from the body. exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residencoin

distressing consequences of early error, excess, residence in feet, unlicality climates, &c. It possesses surprising power in restoring etrength and vigor to the achilitated.

If it is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/0: In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimilia of world. Therefore, as it appears on the British Government Stamp (in white letters on a red ground) uffixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by Principal Chemiste, [228]

POST OFFICE NOTICES.

Those. Chusan, with the English mail of the 25th, August left Singapore on Saturday, the 16th inst., at 8 a.m., and may be expected here tomorrow, at 6 a.m. This packet brings replies to letters despatched from Hongkong on July 25th, and the parcelmails closed in London for despatch by the all sea route on the 16th of August, and for despatch everland on the 23rd of August.

Mails for Canton. Samshul and Wuchov are closed on week-days at 7.36 a.m. Sunday the mail for Macao is closed at 8 a.m. On Mails for Namtao, Sanbue, *Kongmoon, *Kumchuk, *Sambkui, *Wuchow and *CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. No mails are despatched to these places on Saturday evenings, unless previously notified.

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Matupi, Camarai, Brisbane, Sydney Hobart.	arranad	Wednesday, 20th, 9.00 A.M.	C
Launceston, New Zosland, Melbourne,			
Adelaide and Perth		37. 3 day 90th 960 a M	
management Charles		Wednesday, 20th, 9.00 A.M. Wednesday, 20th, 9.00 A.M.	
	TA CHARDING ALL ALL ALL ALL ALL ALL ALL ALL ALL AL	Wednesday, 20th, 10.00 A.M.	
Shanghai, Yokohama and Kobe	Silenia	TYPHHOSURY, 25 tu, 19.09 Him.	I
Manguitt, Ackettains 122		Wednesday, 20th, Printed Matter and Sam-	Ł
	ļ ļ	ples 10.00 A.M.	I
	1	Registration 10.00 A.M.	
SHANGHAI, NAGASAKI, KOHE, YOKOHAMA,	'	Registration with late	
1 17 10 00 00 1777 17 17 17 17 17 17 17 17 17 17 17 1		Registration, with late	[
(Supplementary mail on board up to the	Empress of Jupases:	fee of 10 cents, up to	1
time fixed for departure of the mail.	, l		١.
Extra Postage 10 cents.)		Registration, Kowloon B.O	
Extra 1 carete.		No late fee.	ן ן
		etters 11.00 A.M.	١.
		Wednesday, 20th, 115 P.M.	ħ j
Масно	Heungshan	Wednesday, 20th, 2.00 P.M.	j
Singapore, Penang and Calcutta	,	Wednesday, 20th. 4.00 P.M.	1
Singapore, Tolland	Achiller		3 1
		200 m 200 m 100 m 100 m	
Ph The same 100 (11)	•	Thursday, 21st, 11.10 A.M.	
Character Mania Robe and Toronauce		Thursday, 21st, 1.15 P.M.	1
\#.		Politice 22nd 930 A.M.	1
Swatow, Amoy and Foochow		Bridge 22nd 11.00 A.M.	
Thursday of	~~ 1 ···	Friday, 22nd, 900 A.M. Friday, 22nd, 11.00 A.M. Friday, 22nd, 1.15 p.M.	\
Macao	Heungshan	Elitable many	•
Macao	Hangeany		
Shanghai Manila Cobu and Iloilo	Loongsang	Friday, 22nd, 3.00 P.M.	
Columnia Toile	Kaifong	Saturday, 23rd, 9.00 A.M.	- -
Our and Arms	E. Rickmers	Churchalt mount and man	

Minnesota Enturday, 23rd, 10.90 A.M.

Zaforo Saturday, 23rd, 10.00 A.M.

Tydeus, Chingwo, Fooksang, Iran. 5th-Serbia.

Chatham, Senegambia. 12th -Benalder, Dar-

danus, Glenlochy, Kouang Si, Oceanien, Prinz

Heinrich, Tiberius. 15th-Calchas, Poona.

ARRIVALS AT HOME.

PASSENGERS.

ARRIVED.

Per Willehad, from Yokohama, Dr. T. A.

Per Minnesote, from Seattle, Mrs. and Miss

Bowes, Mr. B. F. Whipple, Miss F. Montgomery.

Miss Helen I. Childs, Mrs. A. Abt, Mrs. J

Hamilton Lowis, Miss D. Foshay, Judge and

Mrs. W. S. Giffin, Mr. and Mrs. H. W. Wilder,

Master Wilder, Miss J. McCullom, Mrs. W. B.

Walker and infant, Mrs. W. E. Keyes, Miss B.

Shaffer, Messrs. S. McClintock, J. Anderson.

Mis. A. C. Whipple, Miss O. Liddell, Miss E.

J. Gray, Mr. O. G. Elder, Miss F. Grayum,

Miss M. O'Leary, Mr. C. A. Williams, Miss M.

Gilman, Messrs. Ch. Storms, W. I. Hutchinson

J. B. Boutelle, D. G. May, Mr. and Mrs. Schel.

and child, Mrs. Evans and child, Messrs. H. E.

Kurma, A. Bastein, C. G. Mackie, Mrs. J. Bl

Milton, Miss Milton, Messrs. Eda Silvia, W. B.

Walker, A. G. McPherson, and Dr. J. H.

Fitzbutler; from Yokohama, Capt. Howard.

Capt. O. B. Meyer, Mrs. M. A. Widden and 2

children. Lieut. Irwin, Mrs. N. E. Irwin and

child, Mrs. and Miss Wakefield: from Kobe,

Messrs, T. F. Hough, A. F. Armstrong, Major

DEPARTED.

Miss Relicca Ebrlich, Miss Clara Marcowit ob,

Mr. and Mrs. Bornand, Messrs. Homon and

Prigent; for Singapore, Messrs. W. A. Dowly,

Karl Pelsterer and Richard Pelsterer; for

Bombay, Mr. M. A. Cuder; for Colombo, Messrs.

A. J. MacPherson, C. Rebier, and E. A.

(tillespie; for Marseilles, Mesers. Bartolome

Velase, J. T. Turner, Leon, Pedro Redrigues,

Per Ernest Simons, for Saigon, Mr. Ohlsen,

D. S. Stanley, and Mr. J. W. Dorris.

Prinz Heinrich, Sydney, Acilia, Lothian.

Sept. 15th -Brisgavia, Nordpol.

TO-MORROW. Drawing of Debentures. Hougkong Club, Formosa. 8th-Ajax. Kintuck, Manningtry, Sale, Household Furniture, Sales Rooms, Mr. Geo. P. Lammert, 2.45 p.m.

Bangkok Shanghai, Nagosaki, Kobe, Yokohama and)

Seattle

Fredrich Wilhelmshafen, Herbertshohe,

COMMERCIAL.

CLOSING QUOTATIONS.

OR LUNDON,-
Telegraphic Transfer
Bank Bills, on demand

Documentary Bills, 4months sight1/114
A . The ward -
the Living an Administ acceptable with
Credite, at 4 months' sight2491
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On demand
On temperature of the second
On New York.— Bank Bills, on demand
Credita, 60 days' sight48
On Pompay.— Telegraphic Transfer
Bank, on demand
Runk, on demand
OF CALCUTTA.
Telegraphic Transfer
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ON PHANGHAL.
lik, at sight
ON YOROHAMA.—On demand951
ON MANILA.—On demand—Pesos.—951
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ON HAIPHONG.—On demand

OPIUM.

	OLION	L		
•	-	1	9th S	september.
Quotations are	_ Allo	w'ce	net.	to 1 catty.
Malwa New	51100	to	-	per pion)
Malwa Old	\$1190	to		7)
Malwa Older	\$1240	to	,	
Malwa V. Old	71300	to		+1
Pergian fine qualif	A \$ TOOO	to		. •1
Pereian extra fin	3, 21140	to	-	*
Pains New	FIOTO	to	-	per chest.
Paina Old	81 050	to	-	2)
Ranares New	8988	'to		71,
Banares Old	81025	to		**

ON BANGKOK.-Cu demand............611

BOVEREIGNS, Bank's Buying Rate ... 10.20

GOLD LEAF, 100 fine, per tael 53,70

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. Chusan left Singapore for this port on the 16th Sept. at 8 a.m., and is due here tomorrow at 6 a.m.

THE AMERICAN MAIL. The P.M. str. Mongolia left Yokohama on the 14th Sept., and will arrive at Hougkong on the 28th Sept.

THE GERMAN MAIL. The I.G.M. atr. Roon left Kebe via Nagasaki and Shanghai on Sunday, the 17th Sept , p.m., and may be expected here on Tuesday, the 26th

Sept., a.m. Sty. Zielen left Colombo on Saturday, a.m., and may be expected here on Wednesday, the 27th Sept.

THE CANADIAN MAIL. The C.P.R. str. Empress of China arrived at | Yokohama at 4 p.m. on Sunday, the 17th Sept., and left again at 2 p.m. on Monday for Kobe, where she was due to arrive at 2 p.m. yesterday. MERCHANT STRAMERS.

and the Straits, left Singapore for this port on Imperial Arsenals; the Imperial Railway; the 14th Sept. at 5 p.m., and may be expected here to-day.

The Ben Line sir. Benreaue, from Autworp and I ondon, left Singapore on the 17th Sept. for this port.

left Singapore for this port on the 18th Sept., p.m. and may be expected here on the 24th Ochi, Shinnew, Namazota and Kami-Yamada Sept. at daylight.

The Indo-China str. Kutsang left Calcutta shortly be ready to produce on a large scale the for this port via the Straits on the 17th Sept., best Buzen Coal. and may be expected here on the 2nd Oct.

the 5th June.

5th Aug. for China and Japan. The str. Lothian left Liverpool on the 2nd Sept. for this port via the usual ports of call. The Boston S.S. Co.'s str. Shawmut left the Sound on the 6th Sept. for usual ports.

STEAMERS PASSED THE CANAL. Aug. 22nd-Oanfa, Sophie Richmers, Neilly, Jaureginberry, Ohio. 25th-Caledonien, Scharnhorst. 29th Benvenue, Glenesk, Howick Hall. Palma, Chazee. 1st Sept .- Segovia, Borussia,

JUINT STOCK SHAKES.

Ho	Hongkong, 19th September					
Company.	PAID UP.	Quotationн				
Albambra	\$200	\$100.				
Banks— Hongkong & S'hai.	\$125	\$900, buyers London, £90.1				
National B. of Chine A. Shares	£ 5	\$38, buyers				
Bell's Asbestos E. A	12s. 6d. 312	\$7, buyers \$11,75.				
China-Borneo Co China Light & P. Co	•	\$10.				
China Provident	\$10	\$9, selleri				
Cotton Mills-	¥					
Ewo	Tls, 50	4				
Hongkong	\$10					
International	Tls. 75	T16. 44				
Laou Kung Mow .	Tla. 100	Tis, 57 buyer				
Soychee	;Tla, 500	i ik tar zent prik				
The land The same	SG	🗆 \$17 - anles & .				

İ	Dairy Parin		that I marrow as to
	Docks and Wharves— Farnham, B. & Co	Tls. 100	Tis. 140, buyers
e	H. & K. Wharf & G.	\$ 50	\$101, buyers
3	H. & W. Dock	\$50	\$10k, sellers
ļ	New Amoy Dock		\$17, soliers
n	S'hai & H. Wharf		
1,	Fenwick & Co., Geo	1 1	\$28. \$251.
1.	G. Island Cement.	\$10	328, sales & sell
١.	Hongkong & C. Gas	10 هـ	\$175, buyera
1.	Hongkong Electric	\$10	
	Do. New		
1.	H. H. L. Tranuways	41/4	
J,	Hongkong Hotel Co	\$50	\$146, buyers
ı,	Hongkong Ice Co	\$25	\$237; sellers.
1.	Hongkong Rope Co	\$50	≨ ¥152 .
I.	H'kong S. Waterboat	\$10	\$14, sales
I			;
И.	Insurunces]	
IJ,	Canton		
M,	China Fire	\$20	\$86, buyers -

•	1	
Insurunces]	
. Canton	\$50	\$335, buyers
China Fire	\$20	\$86 buyers
China Traders	\$25	\$80, setiers
Hongkong Fire	\$50	• •
North China	£5-	
Union	\$100	\$7e5, huyers
Yangtsze	\$60	\$1721
Land and Building-		
Hongkong Landiny.		\$123.
Humphrey's Estate	\$10	\$121, sales & bu
Kowloon Land & B.	130	\$40.

Kowloon Land & B. Shanghai Land WestPointBuilding	Tls. 50	\$40. Tls. 122 \$55.
Mining—	Fcs. 250	S49.1.
Charbonnages Raubs	18/10	\$31, huyers
Philippine Co	1	\$8, sellers
Refineries-	******	mage a dea
China Sugar	\$100 \$100	
Luzon Sugar	i stov i	gri, antora
Steamship Companies	\$25	\$20. sellers

Duzon Gugar	4100	421 , (mason)
Steamship Companies China and Manila Douglas Steamship H., Canton & M	\$25 \$50 \$15	\$20, sellera \$35, buyera \$261, buyera
Indo-China S.N. Co.	£10	\$93, sellers
Shell Transport Co. Do. Preference Star Ferry Do. New Shanghai & H. Dyeing South China M. Post Steam Laundry Co Do	£10 \$10 \$5 \$50 \$25 \$3	21s., buyers 48 10s. \$33, sellers \$25, celle. \$50. \$20, cellers \$8. \$72, buyers
	•	

Stores & Dispensaries Campbell, M. & Co. \$10 \$36. 1 | \$113, buyers Powell & Co., Wm. 1210 1 | \$101, buyers \$10 | \$7, sellers Watkins..... \$10 ! \$14, buyers Watson & Co., A. S. \$4 \$9, buyers United Asbestos \$10 | \$160. Do. Founders.....

VERNON & SMITH, Brokers.

LOW WATER.

HONGKONG THE TABLE.

From 20th to the 26th Saytember. To correct Zone Time add 23 min, and 18 sec.

HIGH WATER.

Barometer

Temperature ...

Humidity Wind Direction

Weather

PRICE.

LANE,

Force ...

P. Point, essrs. Leno	P. Point, Fourmen, Chevalier, Mrs. Dulot, ssrs. Lenof Lupi and T. Preisig, and Mrs. estine Rodregues.		66 Y	Day of Month	Hongkong Mean Time.		Hìeght.		Hongkong Mean Time.		Height	
leatine Ito	iregues.		Wed.	20		0 54 a	ft.	8	5 1	10, ku. 7 5 41 6 a	PL. By	111. 1
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TISU	BISHI G	OSHI-KWAISH	Tues	26	1))	6 15 7 49 a	5	4	di.	0 6 1 99 á	1	9
1	:	00		но	NG	KONG	ME	TE	OKO	LOGIC	ΑL	

Highest open air Temperature on 18th .. 85 85

Lowest open air Temperature on 18th ... 73 77

MESSES. FALCONER & Co.'s REGISTER, 19th Sept.

Barometer 9 A.M...29.81 Therm. (Wotbulb) 9 A.M.69

Barometer 1 P.M., 29.75 Therm. (Wetbulb) 1 P.M.71

Barometer 4 P.M...29.73 Therm. (Wetbulb) 4 P.M.71

Thermon, 9 A.M... 77 Therm, Maximum79

WHITE HORSE CELLAR

WHISKY

The White Horse Cella

Edinburghe

THE NOTED BRAND

OF THE

OLD COACHING DAYS.

SOLE AGENTS:

Hongkong, 6th April, 1905.

Thermom, 1 P.M. 79 Therm. Minimum over

Previous Day On Date at On Date

10 a.m.

29.75

Patce

PER CASE

3 Dc2.

· 29 S2

Hongkong Observatory, 19th September. MARUNO-UCHI. TOKIO. Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies. Al. ABC 5th Edition, Western Union Codes All Letters Addressed:-

MANAGER, MITSU BIBHT Co., with name of

(MITSU BISHI CO.)

place under. BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES:-

SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFPRIES. MANILA: MACONDRAY & Co. CHINKIANG : GEARING & Co YOKOHAMA: M. Asada.

CONTRACTORS OF COAL to the Im-The Indo-China str. Namsang, from Galentia perial Japanese Navy and Foreign Navies; the Sanyo, Kiushu and the other Principal Rail ways: Industrial Works: Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong. Shanghai, Hankow, Singapore, Manila, North The H.A.L. str. Bornssie, from Hamburg, China, Korean ports and America: SOLE PROPRIETORS of Takashima. Collieries and also Hojo Colliery, which will PER CASE

Sole Agents for Kigio, Komateu (Tagawa) The str. Satsuma sailed from New York on and Yashiromachi Coal (Karatsu). The Head and Branch Offices and the Agen-The str. Lowther Castle left New York on the cies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted

to 1,520,000 tons. TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this wellknown best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. Hongkon, 15th February, 1905.

NOTICES TO CONSIGNEES FROM HAMBURG, PENANG AND SINGAPORE.

FIRE H.A.L. Steamship

"ANDALUSIA," Captain Filler, having arrived from the

above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignsture by the Undersigned and to take immediate delivery of their Goods from alcugside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be lauded into the Godewns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and All Claims must be presented within ten days

of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 21st just, will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 21st inst. at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 14th September, 1905. [2125]

BOSTON TOWBOAT COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA, FROM TACOMA, VICTORIA, YOKO. HAMA, KOBE, MOJI, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigns. ture and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

-will-be-landed-and stored at Consignees' risk No Fire Insurance will be effected by us in any case whatever.

Hongkong, 12th September, 1905. NOTICE TO CONSIGNEES.

DODWELL & CO., LD.,

FROM SOURABAYA AND PROBOLINGO.

STEAMSHIP "BLACKHEATH." ITHE above Steamer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' rick and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD. Agents. Hongkong, 15th September, 1905. |2137 OCEAN STEAMSHIP COMPANY,

LIMITED, CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED. CONSIGNEES per Company's Steamer

"DIOMED." are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 19th inst... Optional cargo will be landed, unless notice

has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11-A.M., on the 22nd inst. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

presented to the Undersigned on or before the 25th inst., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th September, 1905. [9-10] PORTLAND AND ASIATIC STEAM-SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA." FROM PORTLAND (OR.), YOKOHAMA, KOBE, AND MOJI.

FETHE above Stemmer having arrived, Consignees of Cargo are hereby requested to soud in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vesre

will be landed and stored at Consignees' risk No Fire Insurance will be effected by us in any case whatever. S. SILVERSTONE.

Acting General Agent. Hougkong, 18 h September, 1905.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, FIUME, PORT SAID.

SUEZ, ADEN, BOMBAY, COLOMBO. PENANG AND SINGAPORE. THE Company's Steamship "SILESIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. This Vessel brings on Cargo :-From Zanzibar ex s.s. Koerber, transhipped

at Aden. From Constantinople ox s.s. Helios, transhipped at Trieste. Optional Cargo will be discharged here unless

notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 24th inst., or they will not be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 24th inst will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

Agents Hongkong, 18th September, 1905.

HONGKONG, CANTON, STEAMERS.

JOINT, SERVICE OF THE HONGKONG, CANTON AND MACAU STEAM NO. T. CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones, S.S. "POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R. S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas, S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd, S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius,

Departures from Hongkong to Canton daily at 8,30 a.m. (Sunda excepted), 9 p.m. and 10,30 p.m. (Saturday excepted). Departures from Canton to Bongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Salcon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE. S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays at 2 p.m. Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

OANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAR CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE. S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every. Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKUNG CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE. Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

8 Star, Special-The finest of all "Peg" WHISKIES at 113.00 5 Star, Liqueur-Exquisite, best in the World for Club or Private use at biop drinking rank, Smoky Stuff, because "it comes through the SODA. Try Haid & Haid's WHISKIES; pure, mellow matured, non-smoky, delicate flavour Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & Co.

7.00 a.m.

NOTICE TO CONSIGNEES.

BARBER LINE OF STEAMERS. NOTICE TO CONSIGNEES.

THE STEAMSHIP "WRAY CASTLE," FROM NEW YORK.

▲ \ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DODWELL & CO., LD. Agents.

Hongkong, 16th September, 1905.

NOTICE TO CONSIGNEES. FROM LONDON AND STRAITS.

All Claims against the Steamer must be FITHE Steamship "FLINTSHIRE." Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

Limited, at Kowloon, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject

to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th ipst. at 2 P.M. No Fire Insurance has been effected,

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 18th September, 1905. [2158]

"THE FAST OF ASIA."

(Published Quarterly.) NONTAINING Articles of Special Interest Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental

and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication. On Sale at "NORTH CHINA HERALD OFFICE, Shanghai;

MESSES KELLY & WALSH, Hongkone: and all leading Booksellers in the Far East. Hongkong, 3rd February, 1903.

MHUNG NGOL SAN PO

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Central, Hongkong, 131, Fleet Street, London or from the different Agents. Doonments translated from or into Classia Colloquial Chinese.

TO ONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED: IN LIQUIDATION.

TIME TABLE.

7.30 a.u. to 2.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.30 s.m. ... Every 15 minutes... 8.30 a.m. to 9.30 a.m. ... Every 10 minutes 9.80 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 s.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minates. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 3.00 p.m. ... Every 16 minutes...

5.00 p.m. to 8.00 p.m. ... Every 10 minutes... NIGHT CARS. 8.45 n.m. & P.00 p.m., 9.45 to 11.15 p.m., every & hour.

3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

HATURDAIS. Extra cars at 11.30 p.m. and 11.45 p.m.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.! 9.00 a.m. to 9.80 a.m. ... Every 80 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6,00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS at 8.45 pm. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour. SPECIAL CARD by arrangement at the Company's Office, Alexandra Buildings, Des Vous Road Central.

.. HN D. HIMPHIEYS & SON. Li quidators. Hongkong, 13th July, 4m 5



SHIPPERS

HONGKONG

CUTLER, PALMER & Co., LONDON LANE, CRAWFORD & CO.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STIAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every forti ight

For Freight and further particula s, DODWELL & CO., LIMITED. General August for China and Japan . Hougkong, 4th August, 1898

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